

MINUTES OF THE ONE HUNDRED AND NINETY-FOURTH MEETING
January 4, 1966

Pursuant to the bylaws of the Ohio Turnpike Commission permitting the Chairman to change the place of meeting, the 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 January 4, 1966 with the key members of the staff, a representative, Mr. H. A. Harnden of the Consulting Engineers; a representative, Mr. Robert H. Bartholomew of the Trustee; members of the press and others in attendance.

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

Present: Chastang, Masheter, Shocknessy.

Absent: Teagarden, Redman.

The Chairman announced that a quorum was present.

A motion was made by Mr. Chastang, seconded by Mr. Masheter, that the minutes for the meeting of December 7, 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: Chastang, Masheter, Shocknessy.

Nays: None.

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

The Chairman reported that the income for 1965 exceeded \$30,000,000 for the first time. He said the income was approximately \$30,350,000 compared with the best previous revenue of \$28,636,000, or about a million seven hundred thousand dollars greater than the previous year. He said the favorable revenue experience made an interest coverage on the Commission's debt of 2.70 which was very good.

He said the annual interest charges on the two hundred and seventy million dollars of turnpike revenue bonds outstanding as of January 1, 1966 was \$8,805,000, which was \$1,790,000 less than the regular annual interest before the Commission began the retirement program in 1961 so that the Commission was well on the way to a \$2,000,000 reduction in annual interest.

He said the Commission's total debt was currently less than \$271,000,000 as compared with \$326,000,000 when it went into business.

The Chairman reported further that revenue for December 1965 was about \$2,159,000, which was \$143,000 more than for the best previous December which was in 1964. He said December was the twentieth consecutive month in which the revenue was higher than for the corresponding month of any prior year.

The Chairman reported further that something else the Commission had to take satisfaction in was that there were only thirty-two fatalities on the turnpike in 1965 as compared with thirty-five in 1964. He said the fatality rate on the turnpike in 1965 was 2.6 deaths per hundred million miles of travel compared with a rate of 3.0 in 1964 and with 6.7 for Ohio rural highways in 1964.

The Chairman said also that with all that was being written and being said about carnage on the highways during the recent holiday period, the Commission had a great deal to be consoled about. He said two people were killed on the turnpike at the beginning of the holiday season but there were no fatal accidents in the New Year period. The Chairman said also that the two who were killed died in a totally unnecessary accident. He said the Ohio Turnpike still qualified as one of the safest highways in the world. He said the fatal accident on Thursday before Christmas was definitely driver failure. He said it was not the failure of the driver of the car wherein the people were killed but it was failure on the part of the driver who was the proximate cause of the accident. He said that driver was not a wrong-way driver but he got on the highway going the wrong direction and tried to cross over and in doing so involved two other cars in an accident.

Mr. Chastang inquired whether larger signs or more frequent signs about not crossing over on the turnpike might be advisable. He suggested that a warning printed on the back of the toll ticket about getting on or changing course only at interchanges might be helpful.

The Chairman reported further that traffic of 78,257 vehicles

on the Ohio Turnpike on the Sunday after Thanksgiving was a record for that day and was handled without difficulty. He said that at the same time the newspapers reported that sister turnpikes in Pennsylvania and New Jersey both had traffic jams on that day.

The Chairman reported further that he and Highway Director Masheter could say that the status of construction on Interstate Route 71 was favorable. He said there was an embankment problem in the City of Cleveland but it apparently was working out to the point that it was a matter of negotiating as to price rather than as to finding sources of borrow.

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 November 1965.
2. Financial Report as of November 30, 1965.
3. Summary of Bond Purchases for the year 1965.
4. Draft of the minutes of the December 7, 1965 meeting.
5. Detail of investment transactions for December 1965.

The Chairman said the report of the Secretary-Treasurer was accepted as offered. He said the report for the Committee on Budget and Finance would be made by the Executive Director.

The Executive Director reported for the Committee on Budget and Finance that the year was completed with a balance.

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 Deputy Executive Director reported for the Committee on Service Plazas that the 1966 phase of the service plaza remodeling master plan was progressing on schedule. He said three contracts were awarded

the previous week to the low bidders for the remodeling of the food service areas at Wyandot, Towpath and Glacier Hills Service Plazas. He said work was started that day under all three contracts. He said the contracts were to be completed on or before May 1, 1966.

The Deputy Executive Director reported further that two contracts for the remodeling of the counter areas only at Tiffin River and Blue Heron Service Plazas would be advertised for bids on January 6, 1966. He said that, if satisfactory bids were received, that work also was to be completed on or before May 1, 1966. He said those five contracts together with the nine similar contracts of the previous two years would complete the remodeling of food service area phase of the master plan, leaving only the two lowest volume service plazas, Oak Openings and Fallen Timbers, for future consideration.

The Deputy Executive Director reported further that preparation of plans and specifications for other parts of the 1966 service plaza remodeling program was progressing on schedule. He said that included truckers' showers at Wyandot, Vermilion Valley, Portage and Brady's Leap Service Plazas, and entrance and lounge treatment at Great Lakes Service Plaza.

The Chairman said the report of the Committee on Service Plazas was accepted as offered. He said the Executive Director would offer the reports of the Committee on Interchange Development and the Committee on Safety.

The Executive Director reported for the Committee on Interchange Development that under date of December 28, 1965 the Director of Information and Research sent to each Member a map furnished by the Pennsylvania Highway Department and called attention to the construction status of Interstate Route 80 across the State of Pennsylvania. He said that in Pennsylvania I-80 was named the Keystone Shortway. He said information from the Keystone Shortway Association indicated that I-80 across Pennsylvania would be completed late in 1968 but would not provide maximum service until completed across New Jersey. He said there appeared to be some difference of opinion concerning completion date in New Jersey but in any event I-80 would be completed there no later than 1970.

The Executive Director said also that I-80 would connect with the Ohio Turnpike at Interchange 15; follow the turnpike to Interchange 13 where it would leave and follow a route approximately parallel to state route 17 through the southern area of industrial Cleveland; reenter the turnpike at Interchange 9, and follow the turnpike to the Ohio-Indiana line.

The Executive Director reported also that because the distance over I-80 between Interchange 15 and New York City was more than 100 miles less than the distance between those same two points over the Pennsylvania and New Jersey Turnpikes and, further, because it would be a toll-free route, it was expected that substantial volumes of traffic currently entering and leaving the Ohio Turnpike at Eastgate Terminal would then enter and leave at Interchange 15. He said I-80 would likely also attract a great deal of the New England traffic that currently used the New York State Thruway because it would be both a scenic route and toll free.

The Executive Director said also that the increased volumes and changed geometrics required the construction of a new and different interchange at Interchange 15. He said the Commission and the Department of Highways had been working on that problem for several years and were in agreement on a solution. He said plans were being developed and, in a recent conference with representatives of the Department, the Commission was informed that plans would be completed early in the summer of 1966.

In response to a question by Mr. Chastang as to the possible effect of the Keystone Shortway on the Pennsylvania Turnpike and the New York State Thruway, the Executive Director said that initially it was thought it would be possible to transfer some equipment from Interchange 17 of the Ohio Turnpike to Interchange 15 of the turnpike but when a study of the probable effects of the Keystone Shortway was made it was found that by the time the Shortway was completed the same volumes of traffic would enter and exit at Eastgate Terminal as currently. He said a study of the origin and destination of the traffic on the Pennsylvania Turnpike indicated that most of the traffic coming to the Ohio Turnpike originated from Bedford, Pennsylvania west so that, although it would appear the Pennsylvania Turnpike would lose a great volume of traffic, it would only lose the New York-to-Cleveland and the New York-to-Chicago traffic. He said that percentagewise that traffic was not great in volume. The Executive Director said that, therefore, the Shortway would not, in his opinion, have a material effect on the Pennsylvania Turnpike. He said the Pennsylvania Turnpike people agreed with that after making similar studies. He said no study had been made as to the volumes which might be attracted from the New York State Thruway to the Shortway but he would expect there would be some distraction from the Thruway.

The Chairman said that in the absence of further questions the report of the Committee on Interchange Development was accepted as

offered. He said the report of the Committee on Safety would be received.

The Executive Director said the Committee on Safety had no report. The Chairman said the report of the Executive Director would be received.

The Executive Director reported that figures for the Christmas holiday experience on the turnpike beginning at 12:01 A. M. on Thursday, December 23, and ending Monday midnight on December 27 amounted to 239,560 vehicles paying \$346,897 in tolls. He said that in comparison with a similar period in 1964 that was an increase of 4,736 vehicles and \$15,218 in tolls. He said that in both years the holiday experience included a week end. He said that in 1963 Christmas was on Wednesday and the 1965 experience showed an increase of 71,455 vehicles and \$108,222 in tolls over a mid-week holiday period, indicating the value of a week end holiday to the Ohio Turnpike.

The Executive Director reported further that there was one fatal accident in which two persons were killed on Thursday, December 23, 1965. He said that was only the third fatal accident on the turnpike over a five-day Christmas holiday in the past ten years. He said there was one fatal accident each on Christmas Day in 1960 and in 1964.

The Executive Director reported further that unaudited figures for the New Year's holiday period were 217,000 vehicles and \$290,000 in tolls and that was an increase of about 13,000 vehicles and \$17,000 in tolls over a similar five-day period for 1964. He said there were no fatal accidents over the New Year's holiday period. He said there had never been a fatal accident on the turnpike over New Year's.

The Executive Director reported further that arrangements had been made for a trial of an automatic ticket dispenser at the Eastgate Terminal similar to an automatic dispenser currently in use at the Valley Forge Interchange on the Pennsylvania Turnpike. He said the operation of that equipment had been observed by staff members, by representatives of the Consulting Engineers, and by representatives of Radio Corporation of America equipment maintenance contractors to the Commission. He said the dispenser had its limitations and was not intended as a replacement for a toll collector. He said the dispenser could only issue tickets for passenger cars and might serve a useful purpose in handling surges of passenger cars resulting from a sporting event or a holiday. He said the Pennsylvania Turnpike people were well pleased with the operation of the dispenser and had ordered five more units.

The Executive Director said also the trial on the Ohio Turnpike would be without expense to the Commission and would afford an

opportunity to evaluate the dispenser as a possible supplement to toll-collection procedures.

In response to questions by the Chairman, the Executive Director said the equipment put a ticket out for the driver of a passenger car to take. He said the equipment had all the controls necessary to punch the ticket and to count the axles. He said the equipment did not have the weight control and would handle only a two-axle passenger car. He said a problem might be created by a passenger car pulling a trailer. He said he did not expect such a problem would be a serious one.

In response to a question by Mr. Chastang, the Executive Director said that a barrier similar to one erected at Eastgate Terminal would prevent trucks from going through the lane served by the automatic ticket dispenser.

The Executive Director reported further that a change in the supervisory structure of the districts of the Ohio State Highway Patrol became effective January 2, 1966. He said the top administrative position in each district had been elevated in rank from lieutenant to captain. He said the two first sergeants assigned to District 10 and to other districts were elevated to lieutenants and the position of first sergeant had been eliminated. He said that in effect the changes would neither increase nor decrease the number of persons in any district but would more nearly reflect the responsibilities of the district commanders and their staffs in an expanded organization. He said the changes would result in increased costs to the Commission of approximately \$2,200 per year since the services of the patrol on the Ohio Turnpike were on a reimbursable basis.

In response to a question by the Chairman, the Executive Director said that plans and surveys for constructing an extra lane on the westbound roadway of the turnpike west of the Cuyahoga River bridges were 15.4% completed as of December 31, 1965. He said it was planned to have the extra lane under construction in April. He said it was hoped that construction would be completed before July 4, 1966. He said no serious traffic hindrance on the turnpike was expected during the construction period.

The Chairman said that in the absence of further questions the report of the Executive Director was accepted as offered. He determined that the Director of Highways would not make a report. He said the report of the General Counsel would be received.

The General Counsel reported that the General Assembly during its deliberations in 1965 repealed a section of the Turnpike Act and substituted a new section, effective January 1, 1966. He said the section involved was one that was significant to the lawyers of the Commission because it changed the procedures for appropriation of real property. He said there was nothing in the amendment which changed the powers of the Commission.

The Chairman said that in the absence of questions the report of the General Counsel was accepted as offered. He ascertained that there would be no reports by the Consulting Engineers or by the Director of Information and Research.

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

Resolution No. 1-1966

"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 December 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 December 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; Chastang, Masheter, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with the three Members present voting in the affirmative. The resolution was identified as No. 1-1966.

There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Masheter, 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, Masheter, 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