

MINUTES OF THE ONE HUNDRED AND NINETY-FIFTH MEETING  
February 1, 1966

Pursuant to the bylaws of the Ohio Turnpike Commission permitting the Chairman to change the place of the 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 A.M., eastern standard time, on February 1, 1966 with the key members of the staff; a representative, Mr. H. A. Harnden, of the Consulting Engineers; a representative, Mr. P. Joseph Sesler, 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: Redman, Chastang, Teagarden, Masheter, Shocknessy.

Absent: None.

The Chairman announced that a quorum was present.

A motion was made by Mr. Chastang, seconded by Mr. Redman, that the minutes for the meeting of January 4, 1966, 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, Redman, Masheter, Teagarden, Shocknessy.

Nays: None.

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

The Chairman reported that the annual report of the Commission for 1965 was delivered to the Governor and to the Clerks of both Houses of the General Assembly as required by law the previous afternoon by the Director of Information and Research and was delivered also to the press room in the State House. He said he thought that once again the annual report was a document which beat its own record. He congratulated the Director of Information and Research and everybody who had anything to

do with producing the report.

The Chairman reported further that January was the 21st consecutive month in which revenue exceeded that for the same month of any prior year. He said January income was approximately \$1,830,000, or \$58,000 more than the previous January record - that of 1965.

The Chairman reported further that there were no fatal accidents in January. He said there had been no fatal accidents since December 23, 1965.

The Chairman reported further that the Members had been invited to a reception in honor of the new Superintendent of the Ohio State Highway Patrol, Colonel R. M. Chiaramonte, and the Assistant Superintendent, Lieutenant Colonel C. E. Reich, to be held at the Commission's headquarters by District 10 of the Highway Patrol in Berea on February 8. He asked the Director of Information and Research to extend the good wishes and the regrets of the Members of the Commission who could not attend.

The Chairman reported further that status of construction of Interstate Route 71 in Cuyahoga and Hamilton Counties was satisfactory.

The Chairman reported further that several letters commendatory of the Ohio Turnpike and its personnel had been received. He read the letters as follows:

"January 23, '66.

"Dear Sirs;

"My work carries me all over the East and Canada. To meet a close schedule I have to take advantage of toll roads. Sometimes the only people I come in contact with are gas station attendants, waitresses and toll collectors and a day's driving can become monotonous and boring.

"If the people I contact are friendly it makes the trip more bearable. Recently around New Years I traveled the Ohio Turnpike between the Penn. turnpike and exit 10 at Cleveland. My trips were given a real boost through my association with your pleasant toll attendants. They not only took time to give me weather reports and directions but to say good-morning and Happy New Year.

"Really these men should be commended for their pleasant attitude under their daily pressures. I thought this courtesy was out of date but my faith in human nature has been revived.

"Thanks again for the pleasantries passed on to me and tell your attendants to keep up the good work.

"Respectfully,

/s/ Charles H. Leppert  
P. O. Box 534  
Aberdeen, Md. "

"Univac  
Division of Sperry Rand Corp.  
Box 500 Blue Bell, Pennsylvania

"January 25, 1966

"Mr. James W. Shocknessy, Chairman  
Ohio Turnpike Commission  
682 Prospect St.  
Berea, Ohio 44017

"Dear Mr. Shocknessy:

"Recently I had the pleasure of visiting one of our card plants in Tiffin, Ohio. Not being familiar with the suburbs of Cleveland, I asked for directions at Toll Gate #9, to the Cleveland Airport. The enclosed note was given for my reference. It worked very successfully, and I am sure it has saved many hours of your agents' time in carefully explaining directions.

"Somebody had a great idea and I thought I would pass my comments along.

"Very truly yours,

/s/ D. R. Davidson  
D. R. Davidson"

The "enclosed note" referred to in Mr. Davidson's letter follows:

"CLEVELAND HOPKINS  
AIRPORT  
From Exit 9  
(No. Olmsted-Cleve. Interchange)

"From toll plaza follow  
'CLEVELAND-NORTH' sign  
onto Ohio Route 10. Go east  
on Rt. 10 for five miles. Right  
on Ohio Route 17 to Ohio Route 237.  
Right on Rt. 237 to Airport."

"Suggested by Ohio Turnpike  
Commission"

The Chairman reported further that the previous Sunday afternoon about 5:00 o'clock the toll collectors at the Youngstown Interchange were almost overwhelmed by a suddenly increased flow of traffic from the east. He said it was learned that the Pennsylvania Turnpike had been closed. He said the Pennsylvania Turnpike personnel did not bother to show Ohio Turnpike personnel the courtesy of giving them advance notice that the turnpike was being closed, that they just closed the interchange at the Ohio - Pennsylvania line and refused entrance to the Pennsylvania Turnpike so that travelers had to be turned back to the west.

The Chairman said also that arrangements were promptly made with the Highway Patrol and the maintenance forces to barricade the eastbound road of the Ohio Turnpike at the Youngstown Interchange and have eastbound travelers leave the turnpike at that point. He said all toll plazas and restaurants along the eastbound roadway east from the Ohio-Indiana line advised the eastbound travelers about the Pennsylvania Turnpike. He said the Ohio Turnpike maintained the 70-mile speed limit west of Akron and the 40-mile limit signs were up east of Akron until Monday due largely to glazing conditions. He said the Pennsylvania Turnpike opened at noon on Monday. He said the New York State Thruway also was closed between the New York-Pennsylvania line and Albany by snowfall up to 39 inches. He said it still remained that the Ohio Turnpike had never been closed since it was first opened and that that was a proud record.

Mr. Chastang suggested that the Chairman write a letter to the Chairman of the Pennsylvania Turnpike Commission relating the circumstances of the closing of the Pennsylvania Turnpike and pointing out the desirability of full cooperation between the two turnpike authorities under such conditions. The Chairman said a letter would be written.

The Chairman said that in the absence of further comments the report of the Chairman was 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 December 1965 and the year 1965.
2. Financial Statement as of December 31, 1965.
3. Accountants' Report as of December 31, 1965.
4. Report on Concessionaires.
5. Draft of the minutes of January 4, 1966 meeting.
6. Cost and Budget Report - Year 1965.
7. Detail of investment transactions for January 1966.

The Assistant Secretary-Treasurer reported also that a rather thorough look was being taken at various computers with the thought in mind that the Commission might be able to make a change two years thereafter. He said two years was about the delivery schedule. He said the primary purpose was not necessarily to upgrade the Commission's accounting system but to reduce its costs. He said the Commission was using an IBM 1401 system currently and there had been such developments in the industry that possibly the Commission could go to a different type of computer and save some money and still not sacrifice anything in the capabilities of the equipment.

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.

The chairman of the Committee on Budget and Finance, Mr. Redman, reported that the actual expenditures for 1965 were approximately \$81,000 less than the budget. He said primarily the reduction was effected on section equipment and on snow and ice control. He said the balance of the estimates were close to the actual amount.

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 new service station contracts effective October 1, 1965 were showing an increase in income to the Commission. He said that for the last quarter of 1965 the income from service stations was \$169,649 greater than in the last quarter of 1964.

Mr. Teagarden reported further that the increase was attributable not only to the higher rental rate per gallon of gasoline sold but also to an increase in number of gallons of gasoline sold. He said that in the last quarter of 1965 the gasoline gallonage was 5.9% higher than in the last quarter of 1964. He said that in comparing the first nine months of both years the gain for 1965 was only 3.3%. Mr. Teagarden said also that it could not be determined with any degree of certainty whether the new brands of gasoline handled had brought about the increase in gallonage or if the increase was a result of price differentials. He said a recent survey of gasoline prices showed that the service stations on the Indiana Toll Road and the Pennsylvania Turnpike and at about one-half of the stations just off the turnpike interchanges were currently pricing gasoline one cent per gallon higher than the prices on the Ohio Turnpike. He said the service station operators on the Ohio Turnpike were aware of that price increase but had chosen to hold the price and enjoy the increased volume.

Mr. Teagarden reported further that miscellaneous service station sales in the last quarter of 1965 exceeded those of the last quarter of 1964 by 13%. He said that was a reversal in the trend which had occurred over the last three years of an annual decrease in miscellaneous sales.

Mr. Teagarden reported further that under the new contracts the rental rate on sales of diesel fuel was fixed at three cents per gallon. He said that was done in order to try to keep commercial vehicles on the turnpike by making the price of diesel fuel competitive with net prices at stations off the turnpike. He said sales of diesel fuel in comparison with like months of 1964 increased 20% in October of 1965, 71% in November, and 68% in December, an average gain of 53% for the three months. He said the gain was accomplished during a period when commercial vehicle miles of travel increased but 3%. Mr. Teagarden said also that although the increase in sales of diesel fuel had been substantial, it had not yet reached the break-even level from the

Commission's standpoint. He said that to compensate for the reduction in rental to three cents from an average of 6.5 cents a gallon, an increase of 117% in the gallonage of diesel sales was necessary.

Mr. Teagarden said also that a comparison of diesel fuel sales in gallons by pairs of service plazas for the last quarter of the two years showed that Gulf Oil Corporation at service plaza No. 2 in Lucas County had the greatest increase. He said sales there had increased 109%. He said that was followed by sales by The Atlantic Refining Company at service plaza No. 8 in Mahoning County with an increase of 107%; Texaco, Inc. at service plaza No. 5 in Lorain County, where it succeeded itself, with an increase of 68%; Texaco, Inc. at service plaza No. 7 in Portage County with an increase of 62%; Gulf Oil Corporation at service plaza No. 4 in Sandusky County with an increase of 60%; Socony Mobil Oil Co., Inc. at service plaza No. 3 in Sandusky County with an increase of 24%; The Atlantic Refining Company at service plaza No. 6 in Cuyahoga County with an increase of 14%; and Socony Mobil Oil Co., Inc. at service plaza No. 1 in Williams County with a decrease of 6%.

Mr. Teagarden reported further that contracts for the remodeling of the counter food-service areas at Tiffin River and Blue Heron Service Plazas were awarded the last week. He said work was in progress at those two plazas and at the other three plazas: Wyandot, Towpath and Glacier Hills, for which contracts were awarded earlier in 1966.

The Chairman said that in the absence of any questions 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.

At the request of the Chairman of the Committee on Interchange Development, Mr. Chastang, the Executive Director reported for the Committee that in order to meet the desire of the City of Strongsville to retain service between U. S. Route 42 and the Ohio Turnpike through the present Strongsville-Cleveland Interchange, a connection between the present interchange and the new interchange currently under construction would be required. He said there were certain areas described in a proposed consent decree in the case of the City of Strongsville v. Department of Highways et al, Court of Common Pleas of Franklin County, Cause No. 221567, of lands to be transferred to the City of Strongsville and to the Cleveland Metropolitan Park District. He said the Park Board in turn would give an

ease-ment to the City of Strongsville of the lands which actually reverted to the Park Board because of non-use in connection with the Ohio Turnpike. The Executive Director designated on a map the land which would be declared not necessary to the construction and maintenance of the Ohio Turnpike as a portion of that part of the present interchange property lying southerly of the turnpike proper but excluding the interchange service building and lot and that property lying northerly of the toll plaza, easterly of Route 42 and southerly of the turnpike.

In response to questions, the Executive Director said the Commission would retain control of the existing interchange bridge over the turnpike and the connection between that bridge and the new interchange. He said also that the distance between the existing toll plaza and the new toll plaza would be about 1,800 feet. He said it would be necessary to buy some additional land which was privately owned and which constituted the back end of properties facing Whitney Road in Strongsville.

A resolution determining that certain real and other property will no longer be needed or useful or serve any useful purpose in connection with the construction or operation and maintenance of Ohio Turnpike project No. 1, authorizing the conveyance of certain of such property to the City of Strongsville and the remainder of such property to the Board of Park Commissioners of the Cleveland Metropolitan Park District, and approving and authorizing the settlement of pending litigation was moved for adoption by Mr. Chastang, seconded by Mr. Teagarden, as follows:

Resolution No. 2-1966

"WHEREAS, the Commission is constructing a new interchange of the Turnpike with Interstate 71, upon the opening of which it will close present Interchange 10; and

"WHEREAS, upon the closing of the present Interchange 10 a portion of the real estate constituting said Interchange, together with the roadways, the bridge over U. S. Route 42, and appurtenant facilities thereon, will no longer be needed or useful or serve any useful purpose in connection with the construction or operation and maintenance of Ohio Turnpike Project No. 1 or of the state highway system in accordance with the terms of Section 5537.21, Revised Code; and

"WHEREAS, by the terms of agreements and deeds relating thereto, certain of the real estate constituting present Interchange 10



is to revert to the Board of Park Commissioners of the Cleveland Metropolitan Park District in the event that such real estate shall no longer be used or useful for the purposes of the Turnpike or of the state highway system in accordance with the terms of Section 5537.21, Revised Code; and

"WHEREAS, the City of Strongsville is agreeable to acquiring that portion of the balance of the Interchange 10 property lying southerly of the Turnpike, including the real property, roadways, the bridge over U. S. Route 42, and appurtenant facilities, that will, upon the closing of said Interchange, no longer be needed for the purposes of the Turnpike, and to maintaining said property for the purpose of providing continued access to the Turnpike from U. S. Route 42, and said City has agreed to pay to the Commission therefor the sum of \$77,500, which consideration the Commission finds to be fair and reasonable; and

"WHEREAS, provision for such disposition of a portion of the Interchange 10 property to the City of Strongsville for the purpose of maintaining continued access between the Turnpike and U. S. Route 42 has been incorporated in a consent decree in the case of City of Strongsville v. Department of Highways, et al., Court of Common Pleas of Franklin County, Cause No. 221567 (which consent decree is attached hereto and made a part hereof), the terms of which have been agreed to by counsel for all parties to such action; and

"WHEREAS, the Commission is authorized, by Section 713 of the Trust Agreement (hereinafter referred to as the "Trust Agreement") dated June 1, 1952 and entered into between the Commission and The Ohio National Bank of Columbus, Trustee, and The National City Bank of New York (now First National City Bank), Co-trustee, to dispose of real and other property on the conditions therein and herein provided; and

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission, having duly and fully considered the matter, hereby determines that, from and after the opening of the new interchange of the Turnpike with Interstate 71 and the closing of present Interchange 10, the real estate described as Turnpike Property and Park Board Property in Exhibit A to the attached consent decree (which Exhibit is hereinafter referred to as "Exhibit A"), together with the roadways, the bridge, and appurtenant facilities thereon, will no longer be needed or useful or will serve no useful purpose in connection with the construction or operation and maintenance of Ohio Turnpike Project No. 1; and

"FURTHER RESOLVED that the Commission deems it proper and desirable to sell or otherwise dispose of the Interchange 10 real estate not reverting to the Board of Park Commissioners of the Cleveland Metropolitan Park District, and the roadways, the bridge, and appurtenant facilities, in accordance with the terms of the attached consent decree, and adopts this resolution pursuant to Section 713 of the Trust Agreement; and

"FURTHER RESOLVED that the Commission hereby authorizes and directs the Chairman and/or Executive Director, acting on behalf of the Commission, to convey to the City of Strongsville, in accordance with the terms and conditions incorporated in the consent decree, its interest in the real estate described as Turnpike Property in Exhibit A, together with the roadways, the bridge, and appurtenant facilities located thereon and on the real estate described as Park Board Property in Exhibit A, and further to convey to the Board of Park Commissioners of the Cleveland Metropolitan Park District its interest in the real estate described as Park Board Property in Exhibit A, and for such purposes the Chairman and/or Executive Director shall be authorized to execute and deliver such deeds and other documents and to take such other actions as may be required to effect such conveyances and to implement such consent decree; provided, however, that such conveyances shall be conditioned upon the prior written approval by the Commission's Consulting Engineers of the declaration contained herein that this property will no longer be needed or useful or will serve no useful purpose in connection with the construction or maintenance and operation of the Turnpike, and the conveyances shall be made upon the opening of the new Interchange of the Turnpike with Interstate 71 and the closing of present Interchange 10; and

"FURTHER RESOLVED that the proceeds derived from the disposition of such property shall be paid to the Trustee under the Trust Agreement and credited by the Trustee to the Reserve Maintenance Fund created by Section 507 of the Trust Agreement, and, in accordance with the authorization conferred by Section 509 of the Trust Agreement, shall thereafter be expended to the extent required for the purpose of constructing roadways, together with appurtenant facilities, from the new Interchange with Interstate 71 to the existing roadways of present Interchange 10 so as to provide continued access to the Turnpike from U. S. Route 42; and

"FURTHER RESOLVED that the Comptroller is hereby directed, immediately upon the disposition of such property, to give notice of the fact to The Ohio National Bank of Columbus in its capacity as Trustee and of the amount and disposition of the proceeds derived therefrom as hereinabove recited and provided; and

"FURTHER RESOLVED that the Commission approves in all respects the terms of the consent decree attached hereto, and General Counsel and Counsel be, and the same hereby are, authorized to sign such a decree having substantially the terms and conditions therein set forth."

In response to a question by Mr. Chastang, the General Counsel said that he was in accord with the resolution. Mr. Chastang said the resolution had been prepared by Fiscal Counsel.

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

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

Nays: None.

The Chairman declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 2-1966.

The Executive Director reported further for the Committee that the Director of Highways would receive bids for the construction of that section of Interstate Route 77 that crossed the turnpike westerly from Interchange No. 11 on February 24. He said that at the meeting in September 1965 he reported that that crossing would require the construction of twin bridges to carry the turnpike over I-77 and the construction of a temporary road to handle turnpike traffic during the construction of those bridges. He said it appeared that the temporary road might be constructed during the summer of 1966 and in all probability be placed in service following the Commission's permissive date for re-routing traffic of September 14, 1966. The Executive Director said that initially the Commission had expected the project to be sold in November 1965 with the temporary road to be in service in the summer of 1966 but it was doubtful that a contractor could have the temporary road completed by the May 1 limitation for construction work on the turnpike. He said it was not, however, an impossibility and that it would be necessary to await the selection of a contractor before a final determination could be made.

The Executive Director said in response to questions, that following the award of a contract it would be necessary to have a conference with the contractor to determine his proposed scheduling of operation. He said the Commission would not permit any work that would interfere with traffic to be done on the turnpike during the

summer months of heavy traffic which was why the period between May 1 and September 14 had been designated as that during which the contractor could not work on the turnpike. He said that actually there should be no more than a couple of hour's inconvenience to traffic during the connecting and disconnecting of the temporary road.

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 reported for the Committee on Safety that as the Commission had been informed in the traffic and accident analysis report for the year 1965 the accident rate on the Ohio Turnpike for 1965 was 85.3 accidents per 100 million miles. He said the fatal-accident ratio was 1.9 and the fatality ratio was 2.6. He said the latest figures relating to all toll roads compiled by the National Safety Council were for the first eleven months of 1965. He said those figures were deemed sufficiently significant for valid comparisons.

The Executive Director said also that the fatal-accident ratio of 1.9 on the Ohio Turnpike was the same as the average for all toll roads; however, the Ohio Turnpike fatality ratio was slightly higher than the 2.3 for all turnpikes. He said that in limiting the comparisons to comparable facilities the following had been chosen: Sunshine State Parkway, Illinois Tollway, Indiana Toll Road, Kansas Turnpike, Massachusetts Turnpike, Garden State Parkway, New Jersey Turnpike, New York State Thruway, Oklahoma Turnpikes and the Pennsylvania Turnpike. He said that of the ten comparable facilities, five had a fatal-accident ratio lower than that of the Ohio Turnpike and five had a higher ratio. He said the low ratio was that of the Garden State Parkway at 1.0 and the high was that of the Kansas Turnpike at 5.4. He said that in considering the low rate on the Garden State Parkway it must be remembered that trucks were not permitted on most of its length and that feature reduced substantially the exposure arising from speed differentials.

The Executive Director said also that the accident ratio for all turnpikes was 113.0 per 100 million miles. He said that of the ten major toll roads used for comparison, the Oklahoma Turnpikes were low at 68.8; the Ohio Turnpike was second low at 84.1, and Kansas Turnpike was high at 152.5. He said the Ohio Turnpike ratio was substantially below the Garden State Parkway ratio of 100.6. He said the Pennsylvania Turnpike and the Indiana Toll Road both had ratios higher

than that of the Ohio Turnpike. He said the Pennsylvania Turnpike ratio was 123.3 and the Indiana Toll Road ratio was 133.3. He said that of all the turnpikes included in the statistics, being 28 in all, only the Mountain Parkway in Kentucky, the New Hampshire Turnpikes and the Oklahoma Turnpikes had accident ratios lower than the Ohio Turnpike for the first 11 months of 1965. He said that would place the Ohio Turnpike 25th from the high which was a very good record.

In response to a question by Mr. Chastang concerning proposals to change the lights on the rear of motor vehicles from red to green or blue and concerning a reported change of the top light on Chicago police cars from red to blue, the Deputy Executive Director said that the only experience with blue lights on the Ohio Turnpike was in the early years of operation of snow plows. He said it was then found necessary to change to the red roto beam light because it appeared better to command attention.

The Chairman said in the absence of further questions, the report of the Committee on Safety was accepted as offered. He said the report of the Executive Director would be received.

The Executive Director reported that under date of January 18, 1966 the Comptroller, as secretary of the Committee on Service Plazas, reported on the activities of the concessionaires during 1965. He said copies of the report were sent to all Members. He said the report noted a 17.1% increase in passenger car mileage and a 22.1% increase in commercial mileage from 1960 to 1965, yet during that same period the restaurant sales increased but 6% and fuel sales, by gallons, increased only 11.1%. He said the question naturally arose as to why restaurant sales and fuel sales did not keep pace with traffic.

The Executive Director said also that barring any resistance to making purchases of fuel or food on the turnpike, the obvious answer would be a diminution of need. He said that in a survey made by the staff in cooperation with the Department of Highways early in 1957 of the use of facilities on the Ohio Turnpike certain determinations were made which were believed still to be valid. He said the most significant finding was the correlation between length of trip and the need for various services. The Executive Director said that it was found that on trips of about 120 miles only 50% of the cars stopped for food; but on full-length trips approximately 90% of the cars stopped for food. He said it was found also that on trips of about 160 miles 50% of the cars stopped for fuel; and again on full-length trips approximately 90% of the cars stopped for fuel. He said that mixing those two reasons

for stopping it was found that on an average trip of about 70-90 miles 50% of all vehicles had stopped at a plaza either for fuel, food or rest room.

The Executive Director said also that should traffic patterns on the turnpike remain constant, it would be possible to relate use of service plazas to traffic volumes on a comparative basis but traffic patterns had not remained constant. He said trips on the turnpike had shortened and in the basic statistics that loss in mileage had been more than overcome by increased volumes. He said that since length of trip did have a direct bearing on the need for services, the shortest trips would have the least need and the growth in that area was interesting. He said that in 1960 about 780,000 vehicles made a trip from one interchange to the next interchange and they accounted for 6.1% of all trips. The Executive Director said that by 1965 those trips had more than doubled to 1,623,000 and accounted for 10.2% of the traffic. He said that those turnpike trips were all made within Ohio since there had not been included vehicles exiting to or entering from the Indiana Toll Road and Pennsylvania Turnpike. He said that on the other extreme was, of course, the full-length trips. He said that in 1960 there were 541,000 full-length trips, or 4.2% of all trips. He said that in 1965 those trips had grown to 600,000 but only to 3.75% of all trips. He said the growth of full-length trips from 1960 to 1965 was only 11%, whereas all trips grew by more than 25%.

The Executive Director said also that the conclusion was that the percentage of trips that provided potential service plaza customers was diminishing in relation to the total traffic and the trips having the least potential were growing more rapidly than the growth of all trips. He said it was expected that an unstable relationship between use of service plazas and traffic would continue until such time that the current highway major improvement program was completed and the traffic pattern became stabilized. He said the relationship at that time would still be modified by the increasing use of the turnpike to provide service to the commuter and the commuter was not a potential service plaza customer. He said that if commuter growth exceeded by percentage the total growth it would contribute to a greater differential between traffic and service plaza use.

The Executive Director said also that he did not believe the growth in short trips was initially anticipated. He said that therefore no plans had been made to include it in the overall total. He said that nevertheless short trips were increasing by leaps and bounds.

The Executive Director reported further that during 1965 it cost the Commission 5-3/4¢ to collect each dollar of tolls. He said that was a slight reduction from costs in 1964 of 5.77¢ per dollar collected and a substantial reduction from costs of 9.51¢ in 1956. He said the total cost of each transaction wherein a transaction was an entrance and an exit was 8.95¢. He said that was the same as for 1964 but again a substantial reduction from 11.90¢ in 1956 and an all-time high of 12.11¢ in 1958.

The Executive Director said also that total costs, not including fringe benefits for the toll collectors, to collect almost \$25 million dollars in tolls in 1965 amounted to \$1,430,683. He said that amount was an increase of \$83,175 over 1964 but that almost 918,000 vehicles more were processed than in 1964.

In response to questions, the Executive Director said that all costs attributable to the collection of tolls except fringe benefits were included in the costs of collecting tolls. He said that included administration charged to toll collections, equipment cost, material cost, and salaries. He said it would be recalled that a general increase in wages of 5% applied in 1965 which was not effective during 1964. He said that despite the 5% increase the cost to collect each dollar in tolls dropped two hundredths of a cent. He said that up to a point the more traffic the greater the efficiency in collection of tolls.

In response to questions, the Executive Director said that occasionally the rear gates at facilities such as maintenance buildings and service plazas were unlocked, particularly during the remodeling of service plazas when it was necessary for contractors' men and materials to come through the gate. He said occasionally a turnpike user took advantage of an unlocked gate to leave the turnpike without paying toll. The Comptroller said that one factor which made it difficult to determine whether any travelers made unauthorized exits was the number of instances of tickets which were lost by travelers. He said that in the month of August 1965 alone there were 1,030 instances of people arriving at exit toll plazas without the toll tickets which had been issued to them at entrance. The Executive Director said that a careful watch was kept upon the rear gates to the turnpike facilities.

The Chairman said that in the absence of further questions, the report of the Executive Director would be accepted as offered. He determined that there would be no reports by the Director of Highways, 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 during 1965 Miss Gertrude Knott of the Department of Information and Research made talks on 115 occasions to groups in northern Ohio and as far south as Columbus and Dayton. He said that 23 of those talks were to womens' clubs, 19 to Kiwanis Clubs, and others to Rotary, Optimists, Lions, Exchange, Newcomers, Golden Agers and Elks Clubs and To YWCA, PTA, Campers, and Firemen's groups. He said some people had heard Miss Knott as many as four times.

The Chairman commented that the things Miss Knott talked about were the kind of things people liked to hear about. He said they were about people on the turnpike and not statistical reports such as interested the Members and staff of the Commission.

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. Redman, as follows:

Resolution No. 3-1966

"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 January 4, 1966, 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 January 4, 1966 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, Redman, Chastang, Masheter, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 3-1966.

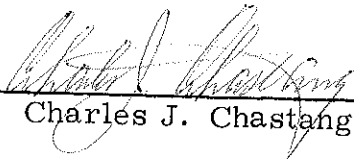
There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Masheter, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:09 P. M.

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



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Charles J. Chastang, Secretary-Treasurer