

MINUTES OF THE ONE HUNDRED & NINETY-SIXTH MEETING
March 1, 1966

Pursuant to the bylaws of the Commission and to the call of the Chairman with respect to the location of the meeting and to the agreement reached at the last meeting by the Commission as to time and place, 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 March 1, 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: Redman, Chastang, Teagarden, Masheter, Shocknessy.

Absent: None.

The Chairman announced that a quorum was present. He said the Commission was probably one of the most punctual, reliable commissions that ever operated within the state government. He said it was rare that the Commission did not have a full attendance. He said there were not many boards that were as faithful as the Members of the Commission were at coming to meetings. He said he believed that only twice in the seventeen years the Commission had been in business had it had to meet with a bare quorum. He said he was always proud of the fact that the Commission had such good attendance.

A motion was made by Mr. Chastang, seconded by Mr. Redman, that the minutes for the meeting of February 1, 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 project to complete the construction of Interstate Route 71 in Ohio had gotten another advance in Cleveland by the approval of an ordinance the previous night in the Cleveland City Council which would permit the taking of material from Brookside Park for use in building embankments. He said the Department of Highways had a real snag in Cleveland a couple of weeks before and he was especially glad and grateful that the Cleveland City Council under a suspension of rules passed the ordinance.

The Chairman reported also that revenue for February was about \$1,697,000, the 22nd consecutive month in which revenue had exceeded that of the corresponding months of the previous years. He said revenue in February of 1965 was \$1,598,000.

The Chairman reported also that there were no fatal accidents on the turnpike in February. He said that was the most important February record that the Commission had. He said there were no fatal accidents in January and two people were killed on the turnpike on the 23rd of December of 1965. He said the Commission was especially happy that it had had two calendar months without a single fatal accident.

The Chairman reported also that as suggested by Mr. Chastang and approved by the rest of the Commission at the last meeting, the Chairman wrote a letter to the Chairman of the Pennsylvania Turnpike Commission asking to work out a mutually satisfactory arrangement for giving information back and forth on opening and closing of the Pennsylvania and Ohio Turnpikes in event of storm or other emergency but no reply had been received.

The Chairman reported also that there was a press conference in Berea by the Superintendent of the Ohio State Highway Patrol when he had a reception at the Commission's headquarters in Berea on February 8 for the public and everybody concerned with the turnpike and the control of the area and at the press conference the Superintendent presented the Commission with a citation called the Superintendent's Citation of Merit. He quoted from the citation as follows:

"The Ohio Turnpike Commission is hereby cited by the Superintendent of the State Highway Patrol for the unique safety record they have attained for the Ohio Turnpike.

"Outstanding administrative practices combined with engineering excellence, unusually good maintenance and thorough traffic supervision have produced the world's safest highway.

"All members of the Commission can be justly proud of their policies which have consistently resulted in a lower fatality rate on the Ohio Turnpike than on any other similar highway. Signed - Robert M. Chiaramonte, Superintendent."

The Chairman said also that United States Senator Frank J. Lausche under date of the 17th of February 1966 placed the citation in the Congressional Record. He quoted Senator Lausche's remark on that occasion as follows:

"Mr. President, it is my pleasure to call to the attention of my colleagues that Ohio's 241-mile toll road known as the Ohio Turnpike has been declared the world's safest highway. At appropriate ceremonies on February 8, 1966, the Ohio Turnpike Commission was the recipient of special recognition for outstanding safety records on the Ohio Turnpike for 1965."

In connection with the letter written to the Chairman of the Pennsylvania Turnpike Commission, Mr. Redman asked the status of investigations of supplementary power sources at the service plazas. The Executive Director said that supplemental power was available at the moment at most of the filling stations at the service plazas. He said that the staff had under investigation a plan to provide supplemental power also for the service plazas themselves. He said the gasoline service station generators provided enough power so that the public could be served at the pumps. He said they did not provide full power nor would those at the restaurants provide full power. He said the greatest power demand at the service plazas was, of course, for the sewage disposal plants which were always a problem, and for the water plants.

In response to a question by Mr. Chastang as to the frequency of breakdowns, the Executive Director replied that breakdowns were not very frequent any more. He said that when the turnpike was first opened it was plagued with breakdowns, mainly because the turnpike installations were served by rural lines, but the power companies had rebuilt those lines so that they were currently adequate and breakdowns were rare compared to the experience in the first four or five years of operation. He said the toll plazas were self sufficient with respect to power supply in emergencies.

In response to a question by Mr. Chastang as to whether the Commission received compensation from persons damaging Commission property, the Executive Director replied that there were very few property damage claims on which the Commission did not collect. The Comptroller

said such collections were more than \$35,000 in 1965.

The Chairman said that in the absence of further 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 January 1966.
2. Draft of the minutes of the February 1, 1966 meeting.
3. Financial Statement as of January 31, 1966.

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 in January expenses were \$71,000 under budget. He said the reduction was scattered through various categories. He said he thought that was good.

The Chairman said that in the absence of questions the report of the Committee on Budget and Finance was accepted as offered. He said the report of the Committee on Service Plazas would be received.

The Chairman of the Committee on Service Plazas, Mr. Teagarden, reported that the new service station contracts continued to show an increase in income to the Commission. He said that for the month of January the income from service stations was \$36,843 greater than in January 1965, representing an increase of nearly 32 percent. Mr. Teagarden said also that the income from restaurants was not so rosy. He said that for the month of January the income from restaurants was \$913 less than in January 1965, representing a decrease of nearly two percent. He said restaurant operators attributed the decrease to less severe weather conditions and to the closing of the Pennsylvania Turnpike for a portion of two days. He said that when winter weather conditions were less severe, travelers did not stop as frequently nor did they have the occasion to wait out a storm. He said the effect was fewer restaurant customers. He said the closing of the Pennsylvania Turnpike caused a reduction in Ohio Turnpike traffic and therefore resulted in fewer restaurant customers.

Mr. Teagarden reported further that contracts for the remodeling of the food service areas at Tiffin River, Blue Heron, Wyandot, Towpath and Glacier Hills Service Plazas were progressing satisfactorily. He said those contracts should be completed on or before May 1. He said the restaurant operators reported that there was less confusion and better customer acceptance of the construction inconvenience than in previous years.

Mr. Teagarden reported further that in 1965 the Committee approved the installation of flag poles at service plazas. He said that action was taken in response to suggestions offered by some users of the turnpike that the national colors should be flown over the service plazas. He said flag poles had been purchased and erected and the national colors and state flag were currently being flown at each of the sixteen service plazas on the Ohio Turnpike. He said the service station operators were responsible for raising and lowering the flags and displaying them in a proper manner. He said that was in addition to the flags which were already displayed at the administration building, the eight maintenance buildings, and the two terminal toll plazas - Eastgate and Westgate. He said both flags were being flown at a total of 27 locations on the Ohio Turnpike.

The Chairman said that in the absence of 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.

The Chairman of the Committee on Interchange Development, Mr. Chastang, said the report of the Committee would be presented by the Executive Director. The Executive Director reported that from time to time he had reported concerning the proposed crossing of the turnpike by Interstate Route 77. He said the Director of Highways opened bids for the construction of that project the previous Thursday. He said that to further the project it would be necessary that the Commission take action to authorize the execution of an agreement covering the involvement of the turnpike in the construction. He said he had prepared a schematic plan for portions of the construction plans to illustrate the involvement of the Ohio Turnpike. He distributed copies of the schematic plan to the Members.

The Executive Director reported also that because I-77 would pass under the turnpike, it was necessary to construct a pair of bridges to carry the turnpike over I-77. He said that during the construction of the bridges turnpike traffic would be rerouted over a temporary road located on the northerly side of the turnpike for a length of 1/2 mile. He said the two-lane roadways of the temporary road would be divided by 7-foot median with double-faced guard rail in the center. He said use of the temporary road had been limited to a period of one year, with the year commencing

during the period between September 15 and April 30. He said that because of the limitation there could be no interference to the free flow of traffic during the busy summer months. He said the Commission would provide all traffic control and maintenance of the temporary road at the expense of the state of Ohio.

The Executive Director said also that no problems were expected with the free flow of traffic in the use of the temporary road except during brief periods required to connect and disconnect the temporary road and the time for that operation had been limited to daylight hours on a week day during the low volume season.

The Executive Director said also that the proposed improvement did not include an interchange; however, the bridges to be constructed would accommodate an interchange when one should be constructed. He said that during the interim service from I-77 from the south to the turnpike would be through the I-77/U. S. Route 21 interchange. He said that service from I-77 from the north would be via Miller Road/I-77 interchange and U. S. Route 21. He said that service between the Ohio Turnpike and U. S. Route 21 would not change.

The Executive Director said also that it was recommended that the Commission take favorable action to authorize the execution of the proposed agreement. He said the Director of Highways had already executed the agreement for the State of Ohio.

The Chairman said the coordination of management between the Ohio Turnpike Commission and the Director of Highways was about as ideal as could be. He congratulated the Director of Highways, not as a Member of the Commission, but as Director of Highways for the coordination of management and the cooperation the Department and Commission had been able to give mutually. He said the kind of things reported by the Executive Director just flowed along and one just did not realize all the work that was behind such a report. He said people did not realize how much true cooperation there existed between the Department of Highways and the Ohio Turnpike Commission. He said he did not think the coordination and cooperation could be improved upon. Mr. Masheter thanked the Chairman for his remarks.

A resolution approving contract with the State of Ohio for Interstate Route 77 crossing under the Ohio Turnpike was moved for adoption by Mr. Chastang, seconded by Mr. Teagarden, as follows:

Resolution No. 4-1966

"WHEREAS the State of Ohio proposes to cause Interstate Route 77 to cross under the Ohio Turnpike Project No. 1 at Ohio Turnpike Milepost 172.4, which said road completion will require the construction of a pair of bridges to carry Ohio Turnpike traffic over Interstate Route 77, and the construction of said bridges in turn will require the construction of a temporary road to accommodate turnpike traffic during their construction;

"WHEREAS the Commission's General Counsel on the basis of various discussions by and between representatives of the State of Ohio and representatives of this Commission has submitted an Agreement setting forth the terms and conditions of the construction and providing that the cost and expenses of such construction shall be payable by the State of Ohio without cost to the Commission, said Agreement also providing generally for the terms under which the work shall be carried out in order to provide for safety and continuity of operations on the Ohio Turnpike; and

"WHEREAS such Agreement has been approved by the Commission's Executive Director, Chief Engineer and the Consulting Engineer, and is now before the Commission for approval as to its terms;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission's Executive Director be, and hereby he is, authorized to enter into an Agreement with the State of Ohio as approved by General Counsel and on the terms and conditions substantially as therein set forth."

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

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

Nays: None.

The Chairman said the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 4-1966.

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

The Executive Director reported for the Committee on Safety that

he had nothing significant with respect to the Committee on Safety to report except that the Committee was still in the fact-finding phase and it would appear that in order to have a good foundation to all of the Committee's conclusions that it might make the Committee should have a year of study. He said the end of the year would be about the first of July 1966. He said that at that time the Committee would have built a substantial record of things relating to all manner of problems relating to safety.

The Chairman said he had been impressed with the amount of reaction the Commission had had to the report on tire safety which was included in the Commission's annual report for 1965. Mr. Chastang commented that the rubber companies were becoming conscious also of the problem of tire safety.

The Chairman said 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 at the Highway Patrol reception at Berea Headquarters over five hundred visitors signed the register and it was estimated that there were over six hundred visitors during the afternoon. He said everything went along very well. He said the affair was very carefully planned and was well handled so that it was really no problem except with respect to the parking of visitors' automobiles at one period and with respect to the handling of overcoat s.

The Executive Director reported further that the plans for widening and resurfacing the turnpike westerly from the Cuyahoga River bridges were completed and would be advertised for receipt of bids within the next several days. He said bids would be opened on March 31, 1966 and it was expected the bids would be considered at the next regular meeting of the Commission on April 5. He said the plans required the relocation of a pier at the Boston Mills Road bridge over the turnpike and the pier relocation required additional steel in the bridge. He said that because of the length of time required to obtain steel the Commission had already advertised for the steel needed for the remodeling and hoped for delivery by the date required by the schedule of operations.

The Executive Director said also that if everything went well and according to plan, the project should be completed by July 1, 1966.

The Chairman said that the Lorain Journal had an editorial congratulating the Commission upon being willing to spend money on improvements. He said that in the absence of questions, the report of the Executive

Director would be accepted as offered. He said the report of the Director of Highways would be received.

The Director of Highways said he would like to respond to the Chairman's remarks and say that cooperation was not a one-way street. He said the only reason he ascribed for the fact that the Department and the Commission had had such good cooperation was that their aims were identical and those were to serve the public. He said the Turnpike Commission had been known for years to have that goal and he thought the state administration presently had the same objective and therefore, having the same goal, cooperation should be easy. He said he and his staff in the Department of Highways had mentioned many times the cooperation that the Commission and its staff had shown to them.

The Director of Highways reported further that he had had a call from a staff member, Mr. John Constandy, of the special sub-committee inquiring into the federal aid highway program the previous Thursday who said that the sub-committee was having hearings starting March 10, 1966 and one of the subjects to be examined would be the connection of the Interstate System to the toll roads of the country. Mr. Constandy said also that, knowing that there were many crossings of the Interstate System with the Ohio Turnpike, the sub-committee would like to know the problems involved. The Director of Highways said he told his caller the Department of Highways had no problems with the Ohio Turnpike Commission, that the Department and the Commission had worked out their problems. He said the only problem was the financing of certain interchanges. He said he felt that the state was being required to finance portions which should be at interstate costs. The Director said also that his caller said that was part of the problem the sub-committee wished to discuss; i. e., that for the good of the traveling public certain rules and regulations and decisions had been injurious to proper design. The Director said he replied that in Ohio design had not been lessened from what was needed, that it was just a matter of money. The Director said he had told his caller that he would submit sketches of the problem and the definition of the financing desired. He said the submission would be made that week and that a copy of the submission would be sent to the Executive Director of the Commission.

The Chairman remarked that the position of the Federal Government was illustrated with respect to the interchange between the Ohio Turnpike and U. S. Route 42 where the Federal Government was making the new interchange costly to the State and to the Turnpike Commission, which should not be. He said the Federal Government should be picking up the greater part of that expense. He said they were not picking up anything of the expense.

The Chairman said the report of the Director of Highways would be accepted as offered. He said the report of the General Counsel would be received.

The General Counsel reported that the Commission was sued the previous week by the Copeland Music Company of Youngstown, Ohio. He said the suit stemmed from the Commission's old settlement with Olympic Commissary Company. He said the Copeland Music Company had put juke boxes into the six restaurants on the turnpike which the Olympic Commissary Company had operated and was suing the Commission because it claimed it had had a five - year contract with the Olympic Company. He said the Commission was being sued for \$103, 275 in lost profits.

The Chairman said 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. Teagarden, seconded by Mr. Chastang, as follows:

Resolution No. 5-1966

"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 February 1, 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 February 1, 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, Chastang, Redman, Masheter, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted with all Members voting in the affirmative. The resolution was identified as No. 5-1966.

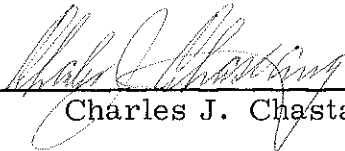
There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 11:52 o'clock A. M.

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



Charles J. Chastang, Secretary-Treasurer