

MINUTES OF THE TWO HUNDRED AND FIRST MEETING
September 6, 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 September 6, 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 who asked the Director of Information and Research to act as Assistant Secretary-Treasurer in the absence of the Assistant Secretary-Treasurer, who was in the hospital. The roll was called and the attendance was reported to be as follows:

Present: Mr. O. L. Teagarden, Mr. E. C. Redman, Mr. P. E. Masheter, Mr. James W. Shocknessy.

Absent: Mr. Charles J. Chastang.

The Chairman announced that a quorum was present. He said Mr. Chastang was in Europe.

A motion was made by Mr. Redman, seconded by Mr. Teagarden, that the minutes for the meeting of July 5, 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 present responded to roll call. The vote was as follows:

Ayes: Redman, Teagarden, Masheter, Shocknessy.

Nays: None.

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

The Chairman began his report by taking notice of the tragic accident which occurred on the Ohio Turnpike the previous Saturday. He said

customarily the Commission got through holiday week ends without fatal accidents. He said the Commission had fewer accidents ordinarily over a holiday period than over other periods but this time the Commission met under the shadow of that accident. He said the Executive Director in his report for the Committee on Safety would have some discussion about the accident. He said it was hard to understand how an accident could occur in broad daylight in late afternoon on a road that was as well engineered as the Ohio Turnpike.

The Chairman said also that on July 1, 1965 the Commission set up a Committee on Safety. He said he commented at that time upon the number of accidents on the turnpike in the first six months of 1965 and as the year progressed the accident rate lowered for the remainder of the year. He said the Commission had had a good experience in 1966 throughout the year including the month of August. He said there were six fatal accidents with six deaths in August of 1965. He said in August 1966 there were only two fatal accidents with three deaths. He said that by the end of August there had been twenty-two deaths as compared with twenty-seven for the first eight months of 1965. He said that with the tragic occurrence of Saturday over the Labor Day week end the turnpike accident rate for the year was up over the previous year. He said that of course the turnpike had had a great deal more traffic.

The Chairman said also that from the standpoint of traffic it was understandable how the turnpike would have more accidents this year. He said the traffic had increased and that the accident rate all over the United States had gone up. He said the Commission was trying every means at its disposal to develop programs which would prevent fatal accidents. He said the turnpike was kept in superb condition. He said it was engineered so that there should not be accidents but as long as motor cars were in the hands of human beings it might not be possible to eliminate accidents, both fatal and non-fatal.

The Chairman reported further that during the month of August the Commission's revenue was the highest for any single month since the turnpike opened eleven years before. He said the revenue for August was about \$4, 161, 000, which was \$153, 000 greater than for July of 1966 which, up to that time, was the best revenue month the Commission had ever had. He said the revenue for August was \$403, 000 more than the revenue for August of 1965. The Chairman said that in July the Commission enjoyed its first monthly revenue of more than \$4, 000, 000, reaching \$4, 008, 744.

The Chairman reported further that during July and August the Trustee purchased \$3, 861, 000 in bonds, bringing the total redeemed

through 1966 to \$61,196,000 leaving outstanding \$264,804,000 of the Commission's original issue of \$326,000,000. He said total retirements during the year 1966 had been \$6,142,000. He said the transfer to the Redemption Account for September was \$3,815,294.11 and that, together with moneys in the Redemption Account, should provide retirements during the month of September for an amount close to \$5,000,000. He said the Commission's financial condition was, as usual, very satisfactory.

The Chairman reported further that the construction of a third lane in the westbound roadway between the Cuyahoga River bridges and United States Route 21 and the resurfacing of both the westbound and eastbound roadways in that area were completed to the point of reopening for traffic on July 26. He said there was a delay in completing the contract due to rain.

The Chairman reported also that the status of construction of Interstate Route 71 generally was satisfactory, subject to an untoward incident which occurred in the City of Cleveland which he said he had discussed at previous meetings and which he and the Director of Highways coped with momentarily. He said it was still the hope to have a traffic flow on I-71 to Interstate Route 90 in the City of Cleveland by the first of November subject to being able to establish a crossover in the vicinity of the bridge piers which had given trouble and subject to some construction problems in the vicinity of the Cleveland Metropolitan General Hospital and a problem with a bridge at West 25th Street, all of which were within the possibility of resolution so that there could be traffic movement within the limits he indicated.

The Chairman reported further that there was an article which appeared in the Elyria Chronicle-Telegram of August 1, 1966 discussing a new shopping center on State Route 57 in Elyria. He said there were many in the room who went through an agonizing experience enduring personal vilification as well as litigation for the Commission's purpose in building the Ohio Turnpike through Elyria in accordance with the best engineering recommendation. He said the Elyria Chronicle-Telegram carried the torch for the opposition to the Ohio Turnpike so when the newspaper on August 1 took its pen in hand and said "But it was the Ohio Turnpike, -" he gave the paper credit for that public recanting. The Chairman then read from the article as follows:

"But it was the Ohio Turnpike, once labelled a 'Chinese wall' by bitter critics in Elyria, which apparently fused the explosive growth of this 'between the cities' area.

"Many were reluctant to see the turnpike created in the first place, and choice of routes through Lorain County created even more of a furor.

"North or south routes were proposed and the southern route won out.

"There was a three-year battle, including a court fight, between Elyria and the Ohio Turnpike Commission, with the city demanding concessions in return for a bridge site it wanted over the Black River.

"Many felt the turnpike would block Elyria growth and development of the area between Elyria and Lorain.

"But an agreement, based on 20 points, was negotiated. Elyria got a \$135,000 settlement. Loss of the bridge site proved to be no major problem, for the northeast bypass bridge was constructed just south of the turnpike bridge.

"At 12:01 a.m. Saturday, Oct. 1, 1955, the turnpike was opened to traffic and a new era was launched. In the first 48 hours 127,402 vehicles traveled the 241-mile ribbon of concrete as it spread across northern Ohio.

"Experience-happy motorists had no difficulty getting onto the superhighway, and they thrilled at its newness. Then it came time to leave the pike, and it appeared everyone had decided to get off at the same time, around the supper hour.

"Traffic backed up as much as two miles at the interchanges; some had to wait as long as an hour and 20 minutes to pay their toll and return to the regular highways.

"A hint of what was in the future came from early hour reports on turnpike use. The Lorain-Elyria interchange was the busiest of the 15 on the entire pike.

"By February, 1964 nine commercial businesses had sprung up around the interchange area. Real estate taxes were in the multi-thousand dollar bracket. Property valuations soared to above the \$3 million mark.

"And it was just a beginning. Today, the Midway Mall alone eclipses that total, and other businesses have risen from the landscape at every turn.

* * * *

"The Ohio Turnpike, Rt. 57, I-90 and the JFK Memorial Parkway offer high-speed access to an area which just 15 years ago appeared to have been throttled by the turnpike.

"And where the 'Chinese wall' crumbled, millions of dollars in new construction rises from the ground."

The Chairman said he was putting that excerpt from the article into the record because it represented something to the Commission in the form of an admission that very few admissions or recantations could mean. He directed that a copy of the article be sent to Mr. Edward J. Donnelly, a partner in the J. E. Greiner Company, the Commission's Consulting Engineers.

The Chairman reported further that in a letter under date of August 3 to Governor Rhodes asking for his support for a program for expanded camping facilities in Ohio, the president of the Columbus Unit of Wally Byam Caravan Club International, Inc., Mr. C. H. Sedgwick, said:

"The 'Wonderful World of Ohio' got a recent feather in its cap from a neighboring Wolverine!

"At the recent international rally of the Wally Byam Caravan Club held at Cadillac, Michigan, our new President, Mr. Richard Paschke, pointed to the overnight camping facilities on the Ohio Turnpike as being THE example for other states to follow. His remarks were made to the officers of 84 of the 87 units of this 15,000 member organization as he spoke of the club's impending effort to promote such facilities along the nation's major highways.

"While our national officers are organizing the campaign for more overnight camping facilities, they are using Ohio's foresightedness as an example."

The Chairman said that Ohio's foresightedness was the foresightedness of the Commission's Executive Director, Deputy Executive Director and Director of Information and Research. He said the three of them had much to do with the Commission's overnight camping facilities program which had been so well received that the Commission could take great pride in it. He said he was sure the Governor took pride in receiving a letter like that.

The Chairman reported further that on September 1st it was his pleasure and the Director of Information and Research's as well to be present on the State Fairgrounds at the dedication of the Ohio Highway Department Building in honor of the Commission's Member, the distinguished Director of Highways. He said that when he was called upon by the Governor to make a few remarks he said he would not have wanted to be any place else that day because it meant so much for him to be able to be present for the ceremony honoring Pearl Masheter by dedication of the Highway Building on the fairgrounds to him. He said it was typical of the Director that he did not accept the honor for himself alone but shared it with all previous Directors. He said Mr. Masheter said that the building, while honoring him in his name, was received by him in honor of all the directors of the highway department who had preceded him. The Chairman said also that probably nobody in the long history of the Highway Department who had not been employed by the Highway Department had had a closer association with it than he had and so he was in a good position as an outsider to say what a great institution the Highway Department was. He said the Commission had had nothing less than a brilliant experience with the men who had worked with the Commission and who had had their training in the Highway Department and most of them had their training in some way or other in association with Pearl Masheter. He said Pearl Masheter had probably had the richest experience of anybody who had ever been associated with the Highway Department so it was entirely fitting that the building be named in his honor and he thought it was an honor to the Commission that he had been associated with it and he felt that the Members shared in the honor which had been accorded the Director. He said the Director's family participated in the ceremony and gave great dignity to it. He said Mrs. Masheter cut the ribbon opening the building and Mr. Masheter's son and grandchildren and his daughter-in-law participated in the ceremony and Governor Rhodes acted as Master of Ceremonies.

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 acting Assistant Secretary-Treasurer reported for the Secretary-Treasurer that since the last meeting the following had been sent to all Members:

1. Traffic & Revenue Reports for June and July 1966.
2. Financial Statements as of June 30 and July 31, 1966.

3. Report on Concessionaires, First Half of 1966.
4. Budget Report, First Half of 1966.
5. Detail of investment transactions for July 1966.
6. Draft of the minutes of the July 5, 1966 meeting.
7. Accountants' Report, Financial Statements, June 30, 1966.

The Chairman said that in the absence of any questions the report of the acting Assistant 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, said he had received the proposed preliminary budget for 1967 and certain proposed maintenance reserve fund projects for 1967 which he hoped to go over with the Executive Director and Comptroller before the October meeting of the Commission.

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 Committee had completed its report on why restaurant income had not risen comparably with the increase in traffic. He said the report covered the Committee's investigation, findings and conclusions. He said the report was quite lengthy so that rather than take up the time to read it he would prefer to make copies available to each Member for his reading at his convenience.

The Chairman directed that the report be incorporated in the minutes of the meeting. The report follows:

"Restaurant sales when related to passenger car traffic by the door have shown an annual decline from a peak of approximately \$.27 per passenger car by the door in 1960 to approximately \$.24 in 1965. This decline during a period of traffic growth and food price increases has raised the question, 'Why restaurant income has not risen comparably with the increase in traffic?'

"From a survey made in cooperation with the Department

of Highways in 1957 we found that stops for food had a direct relationship with length of trip. As trip length increased the percentage of cars stopping for food increased. Using this axiom we related total restaurant sales to total vehicle miles of travel (commercial and passenger car). Restaurant sales for the year 1965 when compared with the year 1956 show an increase of 42.3 percent while total vehicle miles of travel for the same comparison years show an increase of 54.8 percent. (See Exhibit I)

"Although restaurant sales have not risen by a percentage equal to that of vehicle miles of travel the annual restaurant sales have followed the traffic mileage pattern of increases and decreases. Beginning with the first full year of operation of the turnpike restaurant sales have increased steadily each year through 1960 for a gain of 34.3 percent in 1960 over 1956. For the same comparison period total vehicle miles of travel increased 31.1 percent. In 1961 both restaurant sales and vehicle miles of travel declined from the 1960 highs. Each year thereafter restaurant sales gain increased but at a slower pace for a gain of 8.8 percent in 1965 over 1961. For the same comparison period total vehicle miles of travel increased 19.8 percent.

"The first seven months of 1966 in comparison with like period of 1965 show a return to a closer relationship than that experienced over the past four years; restaurant sales increased 4.6 percent while total vehicle miles of travel increased 4.4 percent. Whether this is a trend or just a fallacy in short term comparisons, time will tell.

"When relating all restaurant sales to traffic a comparison using total vehicle miles of travel is believed to be a more reliable basis than number of vehicles. The number of vehicles has increased more rapidly than vehicle miles of travel thus reflecting a growth in shorter trips. Comparing 1965 with 1961 the number of vehicles increased 25.7 percent while the vehicle miles of travel increased but 19.8 percent. In 1961 nearly 2,104,150 vehicles (commercial and passenger cars) made a trip from one toll plaza to the next toll plaza representing 16.6 percent of all trips. By 1965 those trips reached nearly 2,988,400 representing 18.8 percent of all trips. At the other extreme is the full length trip. Full length trips made up 4.2 percent of the traffic in 1961 and decreased to 3.8 percent in 1965. The trend to shorter trips has effected a reduction in the average miles per trip from 79.0 in 1961 to 75.3 in 1965 or a decrease of 4.7 percent.



"Trips not passing a service plaza in 1965 over 1961 show an increase of 58.5 percent. These trips made up 7.3 percent of the traffic in 1961 and increased to 9.2 percent of the traffic in 1965.

"It is obvious in these comparisons that the percentage of trips from one toll plaza to the next toll plaza has increased, that the percentage of full length trips has decreased, that the average length of trips has decreased and that the percentage of trips not passing a service plaza have increased. All of these traffic changes tend to have a diminishing effect upon potential restaurant customers.

"Shorter trips are believed to constitute but one factor that has contributed to restaurant sales not keeping pace with traffic. There are other factors including, (1) increase in number of restaurants along highways of connection with the turnpike competing for some of the same business, (2) decrease in number of persons per passenger vehicle, (3) changes in the traffic pattern as a result of new highways being opened to traffic, (4) greater travel distance between meal stops as a result of highway improvements and, (5) resistance, if any, to buying food on the turnpike.

" 1 - Off Turnpike Restaurants

"The number of restaurants within two miles of the Ohio Turnpike interchanges along the 15 highways of connection with the turnpike increased from 21 in 1955 to 47 in 1960 and 79 in 1966. These restaurants to an indeterminable extent are siphoning off some business from the turnpike restaurants. Many of these off-turnpike restaurants are operated in connection with a motel and thus make it attractive for travellers to eat their evening meal and breakfast with but one stop.

" 2 - Persons Per Vehicle

"The number of persons per vehicle appears to be decreasing. Since restaurant gross sales depend largely upon volume of customers any reduction in number of persons per vehicle would have a diminishing effect upon restaurant sales. Statistics of the U. S. Department of Commerce show that the ratio of persons per passenger vehicle in the U. S. was 4.8 in 1948, 2.9 in 1961, 2.7 in 1963 and an estimated 2.6 for 1965.

A sampling of our traffic at each toll plaza during the months of June, July and August consisting of 17,000 passenger cars and 700 commercial vehicles showed ratios of 2.57 persons per passenger car and 1.2 per commercial vehicle. A similar study made in the summer months of 1961 gave a ratio of 2.98 persons per passenger vehicle. No study was made of persons per commercial vehicle in the 1961 survey. However, for the purpose of this analysis we will assume a constant ratio of 1.2. Relating these ratios to summertime (June, July and August) traffic for the year 1966 over 1961 we find but a 15.4 percent growth in number of persons travelling the turnpike while number of vehicles increased 32.5 percent. Exploring this further with the restaurant operators on the Ohio Turnpike we found that on the basis of their guest check averages and gross sales they could have experienced a decline of 864,000 customers when comparing 1965 with 1963 or a decrease of 9.2 percent. Their actual increase in gross sales, for the same period, of 6.1 percent is attributable to higher check averages rather than increased volume of customers.

" 3 - Traffic Pattern

"Changes in traffic patterns as a result of new highways being opened to traffic have had a significant effect upon restaurant sales. When Interstate Highway I-94, an east and west highway across the southern part of Michigan, was opened to traffic in December 1960 the traffic in 1961 entering and exiting at Interchange Numbers 4 and 5 to and from Westgate Terminal at the Indiana State Line decreased 29.2 percent. The two pairs of service plazas in this same section experienced a 10.7 percent drop in gross sales in 1961 over 1960. This drop in gross sales and also the reduction in traffic continued each year thereafter with only a very slight improvement. The longer-trip traffic from Detroit to the west which provided restaurant patrons is lost - no doubt forever. When Interstate Highway I-90 was opened to traffic into downtown Cleveland much of that long distance traffic was lost to Great Lakes Service Plaza. However, the loss did not materially affect traffic by the door as local use was then increasing rapidly. In 1965 there were 114,211 more trips between Interchanges 11 and 10 than in 1961 representing an increase of 147 percent. Passenger car traffic past Great Lakes Service Plaza increased 25.5 percent while restaurant sales increased only 3 percent in comparing 1965 with 1961 figures. The change in the traffic pattern to relatively fewer long-distance trips and more short trips at Indian Meadow, Tiffin River, Oak Openings, Fallen Timbers and Great Lakes Service Plazas is a contributing cause to restaurant sales not keeping pace with traffic.

"4 - Highway Improvements

"With the improvement of highways travellers are able to travel greater distances in the same time, thus changing their stopping points for food. We believe that the Blue Heron Service Plaza, located on the westbound roadway just east of the Stony Ridge-Toledo Interchange where connection is made with Interstate Highways I-280 and I-75, is suffering a loss of business due somewhat to highway improvements. Passenger car traffic past this restaurant has increased nearly 20 percent while restaurant sales have decreased nearly one percent in comparing 1965 with 1961.

"The driving time from Blue Heron Service Plaza on the Ohio Turnpike to Toledo and Detroit by way of Interstate Highways I-280 and I-75 is approximately one-half that which it used to take travelling the old congested highways. Within approximately 15 minutes you can now be in downtown Toledo and within approximately one hour and 15 minutes you can be in downtown Detroit. Prior to the opening of these new highways, according to management of the Gladioux Corporation, Blue Heron Service Plaza had a reasonably good evening dinner business but in recent years that business is diminishing rapidly and the plaza is now becoming a coffee stop.

"5 - Resistance to Buying Food on the Turnpike

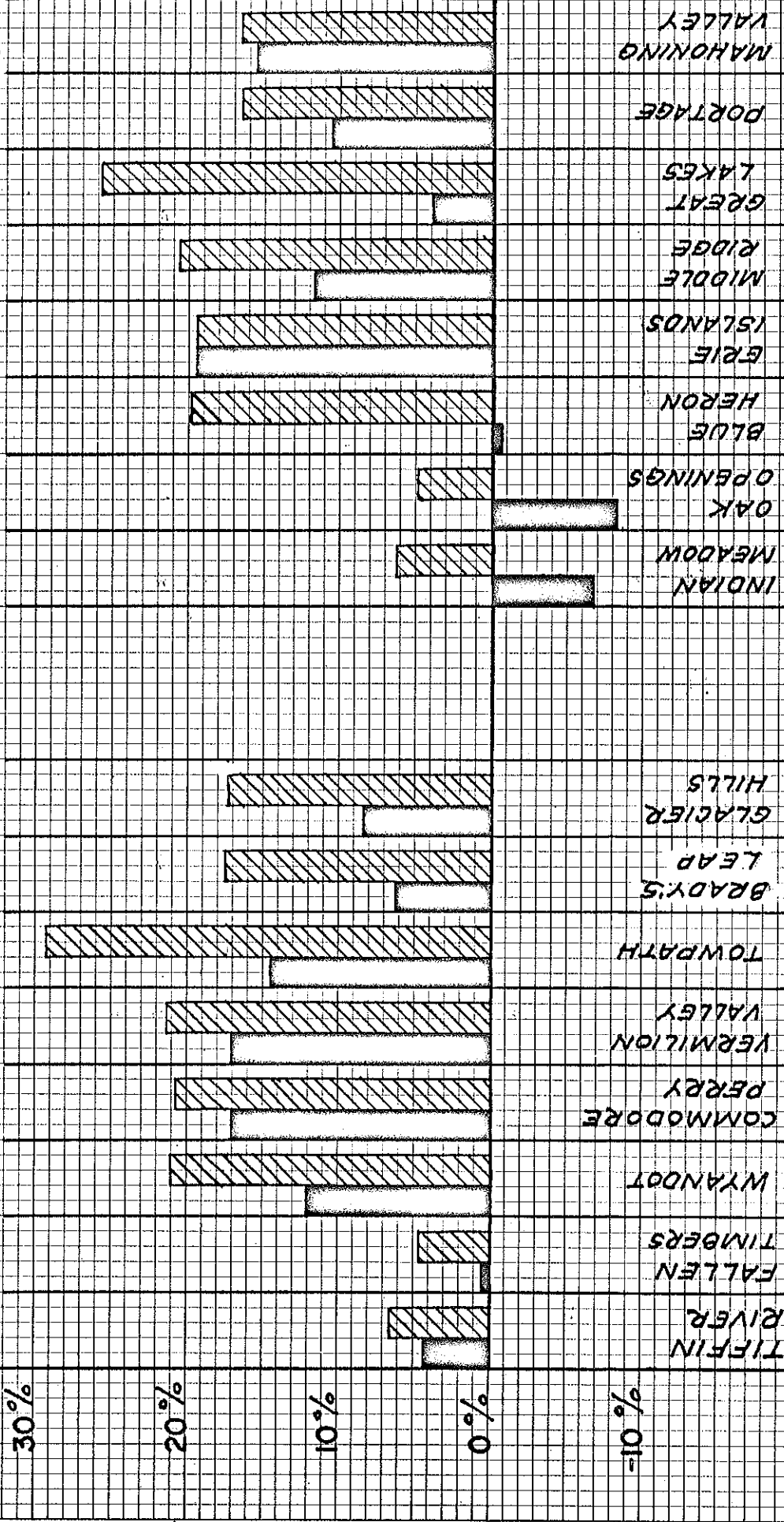
"Resistance, if any, to buying food at restaurants on the turnpike is believed to be negligible. There are travellers who carry their lunches and perhaps stop at a picnic area but we have always had this and it has not appeared to show any sizeable increase.

"Another measure of this might be the complaints received. Throughout the past few years the number of complaints has diminished from 85 in 1964 to 59 in 1965 and to 27 for the first six months of 1966. In each of these periods approximately 30 percent of the complaints were on price of food. The price of food has increased during this period and it would appear logical that if there was any sales resistance there would be an increase in number of complaints on prices.

"Attached is a bar chart (Exhibit II) which shows the relationship of passenger car traffic by the door with restaurant sales for 1965 over 1961 at each service plaza. An examination of the chart shows that restaurant sales at Commodore Perry, Vermilion Valley, Erie Islands and Mahoning Valley Service Plazas have kept a close

RESTAURANT STUDY A 5 YEAR COMPARISON

RESTAURANT SALES WITH PASSENGER CAR TRAFFIC PERCENTAGE CHANGE 1961-1965



SERVICE PLAZAS

RESTAURANT SALE
PASSENGER CAR TRAFFIC BY THE DOOR

pace with traffic by the door. At these locations there has been no significant change in the traffic pattern as a result of highway improvements or rapid growth in short trips. It is our opinion that if there were any growing resistance to buying food on the turnpike it is unlikely that any restaurants would show sales maintaining a close pace with traffic.

"Conclusions

"A. From this study it is concluded that restaurant sales in general have not kept pace with traffic because, (1) short trips have increased more rapidly than long trips, (2) competition with off-turnpike restaurants has increased, (3) the number of persons per vehicle has decreased, and (4) the traffic pattern has changed as a result of new highways and highway improvements.

"B. Restaurant sales and traffic volumes by the door do not appear to provide a reliable comparison when the traffic pattern is unstable. The traffic pattern on the turnpike is unstable and will remain so until the current highway major-improvement program is completed. Even then the relationship between traffic and restaurant sales will be modified by the trend in persons per vehicle, average trip length and competitive off-turnpike restaurants.

"C. Although we have need for comparing restaurant sales with traffic our real concern is whether the restaurants are satisfying the public's need and, secondarily, as a business venture, whether the income from restaurants is amortizing costs. The 16 service plazas on the turnpike not only provide facilities for restaurants but also facilities for gasoline service stations and other patron services such as rest rooms, dog runs and picnic grounds. Therefore, total income must be considered. From the beginning day, October 1, 1955, through June 30, 1966 income from service stations totaled \$23,476,145 and from restaurants totaled \$12,010,168 for a combined total of \$35,486,313. The initial construction cost of the service plazas including the land totaled \$17,016,304. For the same period October 1, 1955 through June 30, 1966 remodeling costs totaled \$3,126,643 and routine maintenance costs totaled approximately \$1,266,315. The commission's income from the service plazas has exceeded the total costs for construction, remodeling and routine maintenance by approximately \$14,077,051. This amount would be reduced by interest, insurance and general administration costs which were not calculated. It would appear that the service plazas have re-

turned to the commission more than their direct costs and are producing revenue for operation costs and redemption of roadway bond indebtedness."

Mr. Teagarden reported further for the Committee on Service Plazas that bids were received for the construction of truckers' shower room and storage room additions at Wyandot, Vermilion Valley, Portage and Brady's Leap Service Plazas. He said the bids ranged from a low of \$27,350 to a high of \$59,000 for a single service plaza. He said the low bids for two of the service plazas were believed to be too low for proper performance of the contract and the low bids for the other two service plazas were believed to be too high. He said that, accordingly, all bids were rejected. He said there was a very tight building trades market at that time. He said it was the Committee's plan to defer readvertisement of those contracts until the building trades market was more favorable. He said the Committee would take a new look at it in the spring of 1967.

Mr. Teagarden reported further that income from service stations for the first seven months of 1966 in comparison with the same period of 1965 showed an increase of approximately \$470,000, or a gain of approximately 35%.

Mr. Teagarden reported further that income from restaurants for the first seven months of 1966 in comparison with the same period of 1965 showed an increase of approximately \$31,700, or a gain of approximately 4.6%. He said that for the comparison period restaurant sales had risen comparably with traffic, which showed a 4.4% gain in vehicle miles of travel.

Mr. Teagarden reported further that during the Labor Day holiday period the service plazas were visited frequently by the Supervisor of Patron Services, the Assistant Supervisor of Patron Services and other staff members. He said they found that, except for rare occasions, all patrons were served promptly. He said housekeeping, as usual, fell behind at some times when the volume of customers prevented service personnel from performing their duties.

The Chairman said he had received two bad letters which had gone to the Governor and were forwarded to him. He said they were complaints from people who had some grievance against service. He said one was the only complaint he had seen all summer about rest rooms. He said the other one of the two letters was from a Michigan man who complained that his automobile had run out of water and that one of the Commission's service trucks refused to provide him with water because there was politics in the fact that the Commission awarded those franchises for disabled

vehicle service to favorite people. He said that was the first charge of that kind he had ever heard. He said he wanted to run it down and to know exactly what did happen in that case.

The Chairman said also that even after all the attacks he had suffered of one kind or another and all the battle scars he had got he was still sensitive about that kind of a charge because if there had ever been an outfit operated without any form of politics it was the Commission. He said it was to the everlasting credit, as he had said before, of all the Governors of Ohio under whom the Commission had labored that no Governor had ever tried to inject any kind of politics into the management of the turnpike. He said the Governors had uniformly left the turnpike to run its own affairs. He said the Commission was living proof of the validity of the hypothesis for constructing toll facilities by independent political agencies. The Chairman said the Commission was created by the legislature and was empowered to construct and operate the turnpike and was the living proof that it could be done without any interference from outside the Commission itself. He said Governor Rhodes, since he had been Governor, had never said anything to him about the management of the turnpike except in some way where he might think he could be helpful and the same thing went for the Director of Highways. He said that was why he was so sensitive when some irresponsible person wrote a letter and said he could not get service on the turnpike because of politics. He said politics in the rendition of service to people on the highway was unthinkable.

The Chairman said that in the absence of further questions the report of the Committee on Service Plazas was accepted as offered. He determined that there would be no report by the Committee on Employee Relations. He said the report of General Counsel would be received out of its order on the agenda because the General Counsel had an emergency and had to leave.

General Counsel reported that the law suit of E. Harold Copeland d. b. a. Copeland Music Co. v. Ohio Turnpike Commission had been settled by agreement. He said the plaintiffs were suing for \$103,000 and interest and the suit had been settled for \$27,000. The Chairman said that was very fine.

The Chairman said the report of the General Counsel was accepted as offered. He said the report of the Committee on Interchange Development would be received.

The Executive Director reported for the Committee on Interchange Development that in a report to the Commission on July 5, 1966 he informed

the Commission that an agreement had been reached with the Director of Highways to add to the current interchange contract for the new interchange between the turnpike and Interstate Route 71 by extra work order the bridge which separated traffic of the road connecting the turnpike to U. S. Route 42 from traffic entering and exiting the turnpike from I-71. The Chairman interjected that he happened to know that the Director of Highways himself had had something to do with working that out and he wanted to thank him for it.

The Executive Director said also that not only did the Director add the bridge but included the grading, draining and paving of the connecting road as well. He said that by so doing the Commission was assured of a fully usable facility at such time that that section of I-71 was opened to traffic. He said that due to the scarcity of materials a portion of the connecting road lighting would not likely be constructed by that time; that, however, lack of a fully completed lighting plan would not defeat the usefulness of the connecting road. He said the contractor was progressing nicely on the additional work and he had no concern with progress at that time.

The Executive Director reported further for the Committee that from time to time he had reported concerning the crossing of the turnpike by Interstate Route 271 just east of Interchange 11. He said that was the location where the eastbound and westbound roadways were at a substantially different elevation and where the eastbound roadway of the turnpike would cross over I-271 on a bridge and I-271 would cross the westbound roadway of the turnpike on twin bridges. He said the westbound roadway of the turnpike through that area was that section to which a third lane recently had been added.

The Executive Director said also that to accommodate the construction of the bridge on the eastbound roadway it would be necessary to divert the eastbound traffic to a temporary road to be constructed adjacent to and southerly of the existing roadway similar to the treatment then in use for the crossing of Interstate Route 77 except that the new temporary roadway would handle eastbound traffic only whereas the temporary road for I-77 handled both eastbound and westbound traffic. He said there was no expense to the Commission in the construction of that improvement and the Commission would be reimbursed any cost in handling traffic on the turnpike that might result from that construction. The Executive Director said also that all details of construction and the handling of traffic had been resolved. He said that to further that project the Director of Highways had drafted an agreement covering those details. He said the draft had been reviewed by the staff and the Consulting Engineers and had been approved as to form by the General Counsel and

General Counsel had prepared a form of resolution for consideration by the Commission. He said it was recommended that the Commission take favorable action on the resolution.

A resolution approving contract with the State of Ohio for Interstate Route 271 crossing under the eastbound roadway and over the westbound roadway of the Ohio Turnpike at milepost 175.4, Cuyahoga County, Ohio was moved for adoption by Mr. Redman, seconded by Mr. Teagarden, as follows:

Resolution No. 14-1966

"WHEREAS the State of Ohio proposes to cause Interstate Route 271 to cross under the eastbound roadway of the Ohio Turnpike, necessitating the construction of a bridge approximately 410 feet in length, and to cross over the westbound roadway of the Ohio Turnpike necessitating the construction of twin bridges over the westbound roadway at a point in Boston Township, Summit County, Ohio, at Ohio Turnpike Milepost 175.4;

"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 present responded to roll call. The vote was as follows:

Ayes: Redman, Teagarden, Masheter, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with the four Members present voting in the affirmative. The resolution was identified as No. 14-1966.

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.

The Executive Director reported for the Committee on Safety that the tragic accident of the previous Saturday which took nine lives was a combination of speed, smooth tires, rain and a curve. He said that had one of those ingredients been lacking, there might not have been a serious accident. He said smooth tires had been a concern for a long time and each week the Committee obtained reports from the Ohio State Highway Patrol with respect to the condition of tires of vehicles involved in accidents. He said that in the twelve months of 1965 there were 114 accidents in which the tire was a causation factor. He said of the vehicles involved in those accidents there were 36 from Ohio and the remainder were from other states. He said that in the first six months of 1966 there were 54 accidents as a result of tires and of the vehicles involved only 19 were from Ohio. He said the purpose of that analysis was to determine whether or not preventative measures in one state might be productive of results in helping the Commission with its accident experience. He said a similar survey with respect to accidents had been made.

The Chairman said that in the consideration of factors affecting safety the Commission once again had to examine speed but the accident under discussion was not one in which the usual standard of speed had an effect. He said the accident was a case where the speed was in excess, probably, of the speed limit and not only was it in excess of the speed limit but it was on slick tires and on wet pavement.

The Executive Director said that as the Committee went into causation factors in depth it hoped to bring to light some of the things the Committee could use in making a recommendation which might involve actions far beyond the scope of the Commission. He said he was hopeful that the Committee's figures might be impressive enough that they might be weighed carefully by law-making bodies not only in Ohio but in other states. He said it was his opinion that if highways were to be made as safe as possible, a great deal more concern must be given to the quality of the driver and the quality of the vehicle. He said he thought roads such as the Ohio Turnpike and the Interstate highways were as safe as one could make them under economic limitations. He said certainly one could avoid a head-on collision if one spread the two roadways a couple of miles apart but that was not logical, so attention must be directed to those contributing factors which were other than the highway.

The Chairman said he agreed that the turnpike was as safe as a highway could economically be designed at that time. He said one could not get a safer design than the Commission had on the Ohio Turnpike nor than there was on I-71 or Interstate Route 90 or the other interstate roads that were being built. He said they were all built to approximately the same standards.

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 the Commission at its meeting on April 5, 1966 authorized the award of a contract for the widening and resurfacing of original construction section C-16, including Interchange No. 11.

He said that due to the differences in grade between the eastbound and westbound roadways on the Cuyahoga River hill it was not possible to have the flexibility in handling traffic that would prevail on most of the turnpike under similar operations. He said the consensus of all those involved in that project was that after that one all other projects that the Commission might have which were similar would be easy by comparison.

The Executive Director said also the contractor started operations on April 18 and was substantially completed by July 26 at which time all lanes were made available to traffic at all times. He said the Northern Ohio Paving Company was the contractor and without its sincerity of purpose and complete cooperation in all respects that the result would not have been possible.

The Executive Director said also that throughout the entire operation there was but one accident of a serious nature but fortunately the results were not nearly as bad as they could have been. He said the completed project was very impressive and the Commission had had a most favorable public reaction especially from those who used that section of the turnpike regularly.

The Executive Director reported further that a settlement in the westbound roadway at milepost 187.6 occurred shortly following the opening of the turnpike to traffic. He said the settlement continued for several years but never became a serious problem. He said traffic would notice a slight dip in the pavement when traveling over that section but the dip was not a hazard. He said the Commission determined to restore that section to planned grade during the fall of 1964 and ad-

vertised for bids to be opened on August 26, 1964. He said the project planned for construction at that time included restoration of the grade and repaving with concrete. He said that because it was a small job involving considerable equipment and construction under traffic no bids were received.

The Executive Director said also that in May 1965 the Commission restored the grade at the settlement of milepost 15 using a light colored, synthetic bitumen for the surface course. He said the color of the synthetic bitumen was near that of concrete. He said it performed so well that the milepost 187.6 project was redesigned for restoration by the use of a synthetic bituminous surface course. He said bids for the work were received on August 23, 1966. He said only one bid was submitted and that from the Northern Ohio Paving Company in the amount of \$21,094.50. He said a contract was awarded to the Northern Ohio Paving Company and, weather permitting, the work would start that day. He said the contractor estimated it would take four work days to complete the project. He said no serious traffic problems were anticipated although it would be necessary to restrict traffic at times to one lane, westbound.

The Executive Director reported further that Mr. B. H. Bowman, the Commission's Traffic and Safety Engineer, retired effective at the close of business on August 25, 1966. He said Mr. Bowman came with the Commission on August 16, 1955 and was instrumental in establishing many of its procedures. He said that before coming with the Commission, Mr. Bowman served 27 years with the Department of Highways. He said that in addition to his responsibilities as Traffic and Safety Engineer, Mr. Bowman was responsible for the administration of the Highway Patrol contract, the signing program including the sign shop, the pavement striping program, radio communications, fire service and training, hauling permits and ambulance service.

The Executive Director said also that Mr. Charles Radyk, the sign shop foreman, had been promoted to a new position of Superintendent of Traffic and Safety and was responsible for administration of the Highway Patrol contract, the signing program, pavement striping program, radio communications, accident statistics and hauling permits. He said the fire service and training programs and ambulance service program had been assigned to the Supervisor of Patron Services. He said Mr. Radyk had been employed by the Commission since September 1955 and had demonstrated his ability to handle the assignment. He said the engineering phases of the position had been assumed by the Deputy Executive Director.

The Executive Director reported further that at the meeting on

January 4, 1966 he reported that arrangements had been made for the trial of an automatic ticket dispenser to be placed in service at Eastgate Terminal at no expense to the Commission. He said the machine handled passenger cars only and was installed in lane No. 3 at Eastgate. He said it was placed in operation on April 29. He said the performance of the machine had been carefully observed and logged. He said its peak performance during an eight-hour shift had exceeded 3,800 transactions - on July 5. He said that equaled the best performance that could be obtained by use of manual procedures and was better than most, primarily because the machine could not become involved in trivial conversations.

The Executive Director said also that acceptance of the machine by the traveling public was better than had been anticipated. He said that because the equipment could serve passenger cars only its usefulness was limited to certain selected locations and under certain conditions. He said bids were received for replacement of the loaned equipment by owned equipment and on August 30, 1966 a contract was awarded to Taller & Cooper, Inc. for furnishing and installing an automatic toll ticket dispensing machine for \$16,585. He said the equipment would be serviced by Radio Corporation of America who serviced all the Commission's toll collection equipment and radio equipment.

The Executive Director said also that following further experience with that type of equipment and should the experience continue to be as favorable in the future as was the trial experience, additional toll plaza lanes would be selected for similar treatment.

The Chairman said that in the absence of questions the report of the Executive Director was accepted as offered. He said the report of the Director of Highways would be received.

The Director of Highways said the Chairman was very gracious to him the previous Thursday at the dedication of the building in the State Fairgrounds and it was very gracious of him to include his family in his remarks. He said that in a telephone conversation the previous week the Chairman had said the same thing and he had conveyed the remarks to his wife and she was very happy.

The Chairman said the report of the Director of Highways was accepted as offered. He said the report of the Consulting Engineers would be received.

The representative of the Consulting Engineers reported that the Consulting Engineers' annual report had gone to press and should be delivered to the Members before the end of September.

The Chairman said the report of the Consulting Engineers was accepted as offered. He ascertained that there would be no report by the Director of Information and Research.

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

Resolution No. 15-1966

"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 July 5, 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 July 5, 1966 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, Masheter, Shocknessy.

Nays: None.

The Chairman said the resolution stood adopted with the four Members present voting in the affirmative. The resolution was identified as No. 15-1966.

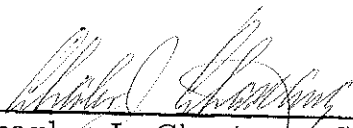
There being no further business to come before the Commission, a motion was made by Mr. Redman, seconded by Mr. Masheter, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Redman, Masheter, Teagarden, Shocknessy.

Nays: None.

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

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



Charles J. Chastang, Secretary-Treasurer