

MINUTES OF THE TWO HUNDRED AND FOURTH MEETING
February 7, 1967

Pursuant to bylaws the Ohio Turnpike Commission met in regular session in the conference room of the Ohio Department of Highways Building at 139 East Gay Street, Columbus, Ohio at 11:00 A. M. eastern standard time 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; a representative, Mrs. Russel Lucas, of the Auditor of State, 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, Masheter, Teagarden, Chastang, Shocknessy.

Absent: None.

The Chairman announced that a quorum was present.

A motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the minutes for the meeting of December 6, 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: Redman, Masheter, Teagarden, Chastang, Shocknessy.

Nays: None.

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

The Chairman reported that the Commission's annual report for 1966 had been completed and had been delivered by the Director of Information and Research to the Governor and to the Clerks of both Houses of the General Assembly on its due date, February 1. He said he had before him several letters which he would like to make part of the record of the meeting. He read the letters as follows:

"State of Ohio
Office of the Governor
Columbus 43215

"February 3, 1967

"Mr. James W. Shocknessy, Chairman
Ohio Turnpike Commission
Huntington Bank Building
17 South High Street
Columbus, Ohio

"Dear Jim:

"Before me is a copy of your 1966 Annual Report. I would like to commend both you and your staff on this well organized, artistic and comprehensive piece of work. Congratulations on another fine year and excellent report.

"With kindest personal regards,

"Sincerely,

/s/ Jim
James A. Rhodes
Governor"

* * * * *

"Department of State
State of Ohio
Office of Secretary of State

"February 3, 1967

"Honorable James W. Shocknessy
Chairman, Ohio Turnpike Commission
17 South High Street
Columbus, Ohio

"Dear Jim:

"Thanks again for sending me the Annual Report of the Ohio Turnpike Commission.

"As usual, it reflects the great progress and success which the turnpike has enjoyed. I congratulate you and members of the Commission which, under your very able leadership, has brought about such a remarkable achievement.

"Sincerely,

/s/ Ted
Ted W. Brown
Secretary of State"

* * * * *

"U. S. Department of Commerce
Bureau of Public Roads
Region Two
Ohio Division

"February 3, 1967
In Reply Refer To:
02-33.1

"Mr. James W. Shocknessy, Chairman
Ohio Turnpike Commission
8080 Prospect Road
Berea, Ohio

"Dear Chairman Jim:

"I have just taken time to read the 1966 Annual Report of the Ohio Turnpike Commission. Once again this exceedingly well planned and executed document has made a most favorable impression upon this reader. I think that the story you tell presents a fine example of stable management which has remained alert to keep a fine public facility in step with or ahead of developments in the highway transportation field. The people of this State take pride in the turnpike, what it accomplishes on a day to day basis, and its very real value to our future.

"Thank you very much for making a copy of the Annual Report available to me.

"Sincerely yours,

/s/ Bill
W. E. Reed
Division Engineer"

"The Ohio State University
190 North Oval Drive
Columbus, Ohio 43210

"Office of the President

"February 6, 1967

"Mr. James W. Shocknessy
Chairman, Ohio Turnpike Commission
17 South High Street
Columbus, Ohio

"Dear Jim:

"I am impressed both with the format and the substance of the Annual Report of the Ohio Turnpike Commission. I have tried to follow the performance of the Commission over the last several years, and I never cease to be amazed at the success with which you have directed this venture.

"Please accept my congratulations and good wishes.

"Sincerely,

/s/ Nov
Novice G. Fawcett
President"

* * * * *

"Main Office
The Ohio National Bank
Gay & High Streets
Columbus 16, Ohio

"L. A. Stoner
President

"February 6, 1967

"Mr. James W. Shocknessy, Chairman
Ohio Turnpike Commission
17 South High Street
Columbus, Ohio 43215

"Dear Jim:

"Again, I would like to acknowledge and thank you for the

annual report of the Turnpike Commission. As usual, it is an excellent one.

"I know you must feel a great deal of satisfaction and pride in realizing how you have lived with this during all the years.

"Sincerely,

/s/ L. A. Stoner
President"

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"State of Ohio
Department of Highways
Columbus, Ohio 43216

"February 2, 1967

"The Ohio Turnpike Commission
8080 Prospect Road
Berea, Ohio

"Attention: Mr. James D. Hartshorne
Director of Information & Research

"Dear Jim:

"We have received copies of the Annual Report/Ohio Turnpike Commission - for which we thank you.

"I wish to compliment you on the excellence of this report. It is attractive, readable and informative.

"Sincerely,

/s/ Pearl
P. E. Masheter
Director"

The Chairman said also that on behalf of the Commission he wanted to congratulate the Director of Information and Research for having produced the annual report and to thank him for all his labor and to thank all those who cooperated with him to bring the report about. He

said that if the Commission did not have so distinguished and capable a staff headed by the Executive Director it would not have such a good report. He said the Commission was proud of the contribution made by the Executive Director, by the General Counsel, by the resident engineer of the Consulting Engineers who had contributed a great deal to the Commission's success, to the Deputy Executive Director as the strong right hand of the Executive Director, to the Assistant General Counsel, and to the Comptroller and Assistant Secretary-Treasurer. He said the Commission's image for all the many years had been presented to the people of Ohio and to the people of the country very faithfully by the press and if it were not for the faithful presentation which the press had made of the Commission's activities it wouldn't have the image that it fortunately had and which gave the Commission so much satisfaction.

The Chairman said also that the report pointed out that the Commission's revenue for 1966 was \$32,811,151, which was about 2 and one-half million dollars more than in the previous year of 1965. He said that during the year 1966 the Trustee purchased for the Commission \$17,175,000 in turnpike bonds and so far there had been purchased and retired \$72,229,000 in bonds, leaving outstanding as of the 31st of December 1966 \$253,771,000 in bonds of the Commission's original issue of \$326,000,000. The Chairman said also that once again the Members took satisfaction in having had the opportunity to serve a public agency which was living proof that a public agency on the revenue bond method of financing could succeed. He said the Commission had succeeded and succeeded always through the cooperation of everybody and especially with the cooperation of the Governors who had served the state in that high office in the years that the Commission had been in business. He said he could say again that the Commission in all the years of its existence had never suffered any political interference from any source and it had never accepted a political endorsement of any kind for the procurement of goods or services and had never been expected to.

The Chairman said also that many years before in an address he gave the City Club of Cleveland when the Commission was building the turnpike he said he thought it was to the everlasting glory of the professional politicians in Ohio that they had never sought to interfere with the performance of the turnpike. He said the Ohio Turnpike was an example of the success of the revenue bond hypothesis in the production of public improvements. He said the Commission was the living proof that public improvements could be produced by the revenue bond method of financing. He said he had said many times that he did not consider the revenue bond method to be the total answer to the production of public improvements but the revenue bond method of producing public improvements when

selectively used was a most competent device in government. He said that without the revenue bond method in 1949 the state would not have been able to produce the turnpike.

The Chairman said also that in the report the effect of the developing interstate system of highways on traffic and revenue of the Ohio Turnpike was discussed, the conclusion being that the principal effect would be to relieve the turnpike in future years from what might otherwise prove to be too great a traffic burden. He said there were those who wondered whether or not the Commission would not suffer from the completion of the interstate system but what the interstate system would do would be to relieve the turnpike of a burden which probably in the ensuing years could become too great to carry. He said the Commission had two four-million-dollar revenue months the previous summer. He said he could not practicably look forward to a five-million-dollar month because a five-million-dollar month would implicitly produce too much traffic. The Chairman said that therefore he had suggested in the preparation of the annual report there be a section entitled "The Interstate System: Ally or Adversary?" because it would be good for the holders of turnpike bonds and for the public to hear from the Commission just what it thought the effect of the Interstate System would be on the turnpike.

The Chairman said also that mentioned in the report was that in 1966 the Commission inaugurated a program for repairing and resurfacing of the turnpike in many areas. He said the Commission was now in the period when as the years went on it would need resurfacing. He said it was contemplated when the turnpike was constructed that a resurfacing would be required in ten to fifteen years and that period had arrived.

The Chairman said also that the report acknowledged that during the year there were 40 deaths on the turnpike which was five more than any previous year but as he had stated in the Chairman's year-end statement the Commission's experience was somewhat understandable in the light of the increase in the use of the highway and in comparison to the experience on other similar highways. He said the Commission's experience was no worse and not even as bad as comparable highways and its experience was related to the conditions throughout the country which caused an increase in fatal accidents during the year and which were drawing the attention of all thoughtful highway administrators and experts in highway safety to the need for sterner enforcement. He said he thought one of the things highway authorities would have to look forward to was sterner enforcement of law and a more comprehensive and realistic evaluation of operators of vehicles on high speed roads.

The Chairman reported further that the revenue for January 1967 was approximately \$1,967,000, which was \$136,000 greater than income for the previous January - that of 1966. He said January 1967 was the thirty-third consecutive month in which revenue had surpassed the revenue of the corresponding month in all previous years in the operation of the turnpike.

The Chairman reported further that recently the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America had undertaken to organize the maintenance and toll collecting personnel of the Commission. He said there was no occasion to make any comment at that time other than to say that the Commission had never stood in the way of any organization of its employees. He said the Commission might have views and policies respecting the area of responsibility which an organization of employees might have but it had always said it would respect the right of employees to associate together. He said the Commission had had some activity accordingly about ten years before. He said that at that time the union activity was by the Municipal Employees Group.

The Chairman said that in the absence of questions the report of the Chairman was accepted as offered. He said the report of the Secretary-Treasurer would be received.

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

1. Accountants' Report, Summary of Rentals by Restaurant Operators, October 1, 1965 through September 30, 1966.
2. Traffic & Revenue Reports for November and December 1966 and the year 1966.
3. Financial Statements as of November 30 and December 31, 1966.
4. Accountants' Report, Summary of Rentals reported by Service Station Operators for period October 1, 1965 through September 30, 1966.
5. Detail of investment transactions for December 1966 and January 1967.
6. Accountants' Report, Financial Statements, December 31, 1966.

7. Report on Concessionaires, Year 1966.
8. Summary of Bond Purchases, Year 1966.
9. Cost and Budget Report, Year 1966.
10. Draft of the minutes of the December 6, 1966 meeting.

A resolution authorizing issuance of ten \$1,000 bearer bonds to replace bonds Nos. M-3434 to M-3440, inclusive, M-104563, M-207555 and M-207556 was moved for adoption by Mr. Chastang, seconded by Mr. Teagarden, as follows:

RESOLUTION NO. 1-1967

"WHEREAS, by resolution No. 100-1954, adopted by the Commission on June 8, 1954, provision was made, subject to fulfillment of specified conditions for the execution, authentication, and delivery of new bonds in exchange and substitution for mutilated bonds and their interest coupons, and in lieu of and in substitution for bonds destroyed or lost and their coupons, pursuant to Section 211 of the trust agreement between the Commission and The Ohio National Bank of Columbus, as Trustee, and The National City Bank of New York (now the First National City Bank, New York), as Co-Trustee, dated June 1, 1952, whereby certain requirements for execution and issuance of new bonds and coupons were established;

"WHEREAS, the said resolution No. 100-1954 quoted Section 211 of the trust agreement, declaring, in the case of a lost bond, that the Commission might cause to be executed, and the Trustee might authenticate and deliver, a new bond in substitution for the lost bond 'upon the holder's paying the reasonable expenses and charges of the Commission and the Trustee in connection therewith, ' and after compliance with the terms and conditions in Schedule 1 attached to the resolution, including the execution of a surety bond satisfactory to the Trustee in amount equal to twice the sum of the principal amount of the bond claimed to be lost; and

"WHEREAS the conditions provided for in said resolution No. 100-1954 have been complied with, including the submission to the Commission of the documents required by said resolution No. 100-1954 and the terms and conditions adopted thereby, said documents including a surety bond in the original face amount of \$20,000, (a separate Rider executed August 26, 1966 increasing the penal sum of said bond to \$39,500) relating to bonds Nos. M-3434 to M-3440, inclusive, M-104563,

M-207555 and M-207556, each of the denomination of \$1,000, with coupons dated December 1, 1962 and subsequent coupons attached, all according to the affidavit and application submitted to the Commission on the part of the owner, Katharine S. Eisenhart;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission hereby approves the documents submitted to it by the Trustee as aforesaid and authorizes the execution, authentication, and delivery of new bonds in lieu of the aforesaid lost bonds pursuant to Section 211 of said trust agreement, and the officers of the Commission are authorized to take any and all action necessary and proper to effect the execution, authentication and delivery of such new bonds, and that said bonds be in definitive form with all coupons maturing subsequent to June 1, 1966 attached."

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

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

Nays: None.

The Chairman said the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 1-1967.

A resolution authorizing issuance of five \$1,000 bearer bonds to replace bonds Nos. M-103251 to M-103255, inclusive was moved for adoption by Mr. Chastang, seconded by Mr. Teagarden, as follows:

RESOLUTION NO. 2-1967

"WHEREAS, by resolution No. 100-1954, adopted by the Commission on June 8, 1954, provision was made, subject to fulfillment of specified conditions for the execution, authentication, and delivery of new bonds in exchange and substitution for mutilated bonds and their interest coupons, and in lieu of and in substitution for bonds destroyed or lost and their coupons, pursuant to Section 211 of the trust agreement between the Commission and The Ohio National Bank of Columbus, as Trustee, and The National City Bank of New York (now the First National City Bank, New York), as Co-Trustee, dated June 1, 1952, whereby certain requirements for execution and issuance of new bonds and coupons were established;

"WHEREAS, the said resolution No. 100-1954 quoted Section 211 of the trust agreement, declaring, in the case of a lost bond, that the Commission might cause to be executed, and the Trustee might authenticate and deliver, a new bond in substitution for the lost bond 'upon the holder's paying the reasonable expenses and charges of the Commission and the Trustee in connection therewith,' and after compliance with the terms and conditions in Schedule 1 attached to the resolution, including the execution of a surety bond satisfactory to the Trustee in amount equal to twice the sum of the principal amount of the bond claimed to be lost; and

"WHEREAS the conditions provided for in said resolution No. 100-1954 have been complied with, including the submission to the Commission of the documents required by said resolution No. 100-1954 and the terms and conditions adopted thereby, said documents including a surety bond in the original face amount of Nineteen Thousand dollars (\$19,000.00) relating to bonds Nos. M-103251 to M-103255, inclusive, each of the denomination of \$1,000, with coupons dated December 1, 1965 and all subsequently maturing coupons attached, all according to the affidavit and application submitted to the Commission on the part of the owner, Stanley Dolgin;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission hereby approves the documents submitted to it by the Trustee as aforesaid and authorizes the execution, authentication, and delivery of new bonds in lieu of the aforesaid lost bonds pursuant to Section 211 of said trust agreement, and the officers of the Commission are authorized to take any and all action necessary and proper to effect the execution, authentication and delivery of such new bonds, and that said bonds be in definitive form with all coupons maturing subsequent to June 1, 1966 attached."

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

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

Nays: None.

The Chairman said the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 2-1967.

The Chairman said that in the absence of questions the report of the Secretary-Treasurer was accepted as offered. He ascertained there

would be no report by the Committee on Budget and Finance. 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 sales at the 16 restaurants on the Ohio Turnpike in 1966 reached a new high of more than \$8,089,000. He said that was an increase of more than \$407,000 over 1965.

Mr. Teagarden said also that at the August 1966 meeting of the Commission he presented a report covering a comparison of restaurant sales with traffic. He said the report showed that restaurant sales over the prior five years had not kept pace with increased traffic. He said that during that period they increased only 8.8% while vehicle miles of travel increased 19.8%. He said the downward trend of restaurant sales to traffic was reversed in 1966. He said restaurant sales in 1966 increased 5.3% over 1965 while vehicle miles of travel increased 4.8%. Mr. Teagarden said a reversal of trend was also evident in the comparison of restaurant sales to passenger cars by the door. He said the trend was downward from a high of 26.8 cents in sales per passenger car by the door in 1960 to a low of 24.1 cents in 1965. He said in 1966 the ratio was 24.3 cents. He said that represented nearly a 1% improvement in restaurant sales per passenger car by the door.

Mr. Teagarden said also that each of the 16 restaurants shared in the increased business. He said the increase at individual restaurants ranged from a high of more than 10% at Tiffin River Service Plaza to a low of seven-tenths of one percent at Blue Heron Service Plaza. He said Tiffin River was the first service plaza on the eastbound roadway from the Indiana Toll Road and enjoyed a substantial growth in business from bus passengers. He said Blue Heron was the last service plaza on the westbound roadway before the Toledo-Detroit exit and since the opening of Interstate Highway 75 to Detroit it had been experiencing a change from a dinner stop to a coffee stop. Mr. Teagarden said also that examining the reports of the two neighboring toll roads of restaurant sales and traffic comparisons disclosed that one toll road paralleled the Commission's experience and the other did not. He said on the Indiana Toll Road restaurant sales kept pace with traffic, showing an increase of 6.3% over 1965 while traffic mileage increased 5.5%. He said that on the Pennsylvania Turnpike restaurant sales did not keep pace with traffic, showing an increase of only 2.9% over 1965 while traffic mileage increased 3.7%.

Mr. Teagarden reported further that the 16 service stations on the Ohio Turnpike in 1966 paid to the Commission in rent \$770,481 more

than in 1965 or an increase of 30%. He said in that comparison it should be remembered that the service stations were operated under the original contracts during the first nine months of 1965. He said the new contracts, effective October 1, 1965, provided for a higher rental rate on gasoline fuel sales and a lower rental rate on diesel fuel sales. He said the rental rate on miscellaneous sales remained the same. He said it was expected that the new rental rates on fuel sales would result in a substantial increase in revenue to the Commission.

Mr. Teagarden said also that the service stations, like the restaurants, had experienced some downward trends in comparing sales with traffic over the past few years. He said those, too, were reversed in 1966. He said the gallons of fuel sold per passenger car by the door decreased from a high of 1.24 gallons in 1959 to a low of 1.11 gallons in 1965. He said the trend was reversed in 1966 with a ratio of 1.17 gallons of fuel sold per passenger car by the door. He said that represented more than a 5% improvement.

Mr. Teagarden reported further that the miscellaneous service stations sales of tires, batteries, etc. per 100 gallons of fuel sold had also been decreasing - from \$3.88 in 1962 to \$3.14 in 1965. He said the trend was reversed in 1966 with a ratio of \$3.93. He said that represented an improvement of more than 25% in miscellaneous sales per 100 gallons of fuel sold.

Mr. Teagarden said also that not all of the sixteen service stations showed increases in all categories of sales over 1965. He said the service stations at Indian Meadow, Tiffin River and Wyandot Service Plazas, all operated by Socony Mobil Oil Co. Inc. since October 1965, sold fewer gallons of gasoline in 1966 than in 1965, despite increased traffic. He said the service stations at Great Lakes and Towpath Service Plazas, operated by The Atlantic Refining Co. since October 1965, had fewer miscellaneous service station sales in 1966 than in 1965. He said all stations had one increase in common, which was sales of diesel fuel. He said Mobil Co. increased sales by 51.2%, Texaco Inc., 104.1%, Atlantic Co., 107.6% and Gulf Oil Corp., 144.0%.

Mr. Teagarden said also it would appear from those reversals of downward trends that the effect of off-turnpike restaurants and service stations on sales by turnpike service plaza concessionaires possibly was leveling off.

The Chairman said that in the absence of 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 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 Chairman said the Executive Director would also deliver the report of the Committee on Safety.

The Executive Director reported for the Committee on Interchange Development that concurrent with the opening of Interstate Route 71 between State Route 82 in Strongsville and Bellaire Road in Cleveland on November 9, 1966 new Interchange 10 of the turnpike was opened to traffic. He said work was immediately started on the connection between the new and old interchanges to provide service from U. S. Route 42 to the turnpike. He said the connection was opened to traffic on December 14 without ceremony. He said that in anticipation of increased usage of Interchange 10 one more toll booth and one more lane were provided in the new interchange than there had been at the old toll plaza. He said the new interchange had three booths and four lanes as against two booths and three lanes at the old one.

The Executive Director said also that immediately there was experienced a surge in the use of the interchange to the extent that the new interchange handled in December a greater volume of traffic than any other internal interchange. He said currently there was grave doubt that there was sufficient capacity to handle with dispatch the volumes that were likely to be experienced during the coming summer when I-71 would be connected into the innerbelt in downtown Cleveland and with the additional burden of vacation travel. He said it might be necessary to resort to the construction of an additional lane of less permanent type to serve until Interstate Route 80 and Interstate Route 90 should be connected to the turnpike in Lorain County. He said the acceptance by the traveling public of the use of Interstate Route 271 and the turnpike as a bypass of downtown Cleveland for I-90 traffic would relieve Interchange 10 of the problem of handling I-90 traffic and that would be helpful. He said the Commission was promoting that routing currently and would continue to do so.

The Executive Director reported also that increasing volumes of traffic necessitated the consideration of improvements at Interchanges 5, 7 and 12. He said those improvements would be limited currently to expansion of the paved areas to permit more efficient traffic patterns in the toll plaza areas.

The Executive Director reported further that early in 1966 he reported on several occasions concerning the crossing of the Ohio Turnpike by Interstate Route 77 which was designed to cross under the Ohio Turnpike, necessitating the construction of twin bridges to handle turnpike traffic. He said that to permit the construction of those bridges turnpike traffic was diverted to a temporary road. He said traffic was routed over the temporary road on July 5, 1966 and returned to the turnpike over the new bridges on January 12, 1967. He said that was well in advance of the one-year period permitted under the agreement with the Director of Highways and the provisions of the contract. He said no further problems in connection with that highway improvement were anticipated.

The Executive Director reported for the Committee on Safety that a comprehensive study of the use of seat belts in accidents on the Ohio Turnpike during the months of October, November and December of 1966 had been made. He said there were 409 vehicles involved in 299 accidents resulting in five fatalities, injuries to 182 persons, and property damage estimated at almost \$270,000. He said ten vehicles were involved in five fatal accidents accounting for five killed, seven injured and \$22,000 in property damage. He said seat belts were installed in five vehicles but were in use by only one person who was injured.

The Executive Director said also that 163 vehicles were involved in 109 personal injury accidents resulting in injuries to 175 persons and in property damage of \$156,000. He said 91 of the vehicles were equipped with seat belts.

The Executive Director said also that 236 vehicles were involved in 185 property damage accidents resulting in property damage in excess of \$90,000. He said 137 vehicles were equipped with seat belts.

The Executive Director said also that a total of 233 of the 409 vehicles were equipped with seat belts; however, seat belts were in use in only 131 vehicles, or 32% of all vehicles involved in accidents. He said that because of the very limited experience in fatal accidents during the study period any conclusions concerning fatal accidents that might be reached with respect to seat belts would have to be based on conjecture and would be unsupportable.

The Executive Director said also that of the 163 vehicles involved in the 109 personal injury accidents, 55.8% were equipped with

seat belts; however, of the 175 persons injured only 24.6% were wearing seat belts. He said injuries were classified as A, B and C, the standard classification of the Ohio Highway Patrol. He said "A" injuries were serious and visible, "B" injuries were minor and visible, and "C" injuries were not visible but were noted as a result of a complaint expressed by the person. He said it was believed that a comparison of the seriousness of injuries suffered by those using seat belts to the seriousness of injuries suffered by those not using seat belts was one basis for determining the protection provided by seat belts.

The Executive Director said that of the 43 persons injured while using seat belts, 5% suffered "A" injuries; 37% suffered "B" injuries; and 58% were "C" injuries. He said that of the 132 persons injured with no seat belts, 8% suffered "A" injuries (i. e., 8% as compared to 5% with seat belts in use); 52% suffered "B" injuries (i. e., in comparison to the 37%); and 40% were "C" injuries (compared to the 58%), so the seriousness of the injury was greater in those cases where no seat belts were in use.

The Executive Director said also that a second test would be the relationship between exposure to injury and actual injury in those vehicles where seat belts were in use compared to those vehicles where seat belts were not in use. He said that in that test it was believed that "C" injuries should not be included because "C" injuries might arise from the use of seat belts, keeping in mind that a "C" injury is just a complaint. He said that on that basis it was found that 32% of vehicles having seat belts in use accounted for 18.6% of the "A" and "B" injuries while 68% of vehicles either having no seat belts or seat belts not in use accounted for 81.4% of the "A" and "B" injuries.

The Executive Director said also that of the 236 vehicles involved in 185 property damage accidents 58%, or 137, were equipped with seat belts and seat belts were in use in 37% of those vehicles. He said that could be compared to the 24.6% wearing seat belts in the personal injury accidents indicating that the higher percentage of use of seat belts in the property damage accidents prevented some of those accidents from becoming personal injury accidents.

The Executive Director said also he believed the analysis demonstrated conclusively that not only did the use of seat belts reduce the chances of being injured in an accident but it reduced also the severity of injuries resulting from an accident. He said it indicated the need to promote the use of seat belts. He said the Commission had a program in that area managed by the Director of Information and Research.

The Director of Information and Research displayed a sign reading "Use Your Seat Belts" which had been installed several years before in the windows of the toll booths in entry lanes at all of the 17 interchanges. He displayed also a photograph of a sign reading "Fasten Seat Belts" which had been erected at the exit ramps of all of the 16 service plazas. He said that recently, pursuant to the suggestion by a blind insurance agent in Cleveland, there had been added to the informational language on one side of passenger-car toll tickets a reminder to "Fasten Seat Belts - Now!".

The Chairman said that frequently he found people researching safety did not come to the Commission when probably it had more accurate information in the field than anybody else had. He doubted if there were any agencies, certainly in Ohio, that had as much statistical information on its own operations as the Commission had. The Executive Director said there was a disinterest in the Commission's findings by agencies that were studying safety problems generally because the Commission's findings related to a particular road and were not general in nature. He said that, however, some of its findings would apply universally - such as the one about 233 vehicles being equipped with seat belts yet in only 131 vehicles were seat belts in use.

Mr. Chastang asked whether anybody had ever come up with some means of preventing early freezing on bridges which was a real hazard in driving on high-speed highways. The Director of Highways replied that there had been quite a bit of research on the matter. He said the hazard could be lessened by a rather expensive means involving installing heating cables in the pavement. He said the Department of Highways had not gone to any electrical heating devices because of the cost. He said that actually the Department of Highways records did not show a large percentage of accidents on bridges. He said he concurred in Mr. Chastang's statement but he thought the public was well aware of the ice hazard on bridges.

The Chairman said in the absence of further questions the reports of the Committee on Interchange Development and the Committee on Safety would be accepted as offered. He ascertained that the Executive Director would have no report. He said a report by the Deputy Executive Director would be received.

The Deputy Executive Director reported that the unprecedented snow storm which nearly paralyzed Chicago and vicinity from January 26 through January 29 had some effect upon the operations of the Ohio Turnpike. He said the effect was mild compared to the experience of January 20, 1966 when the Pennsylvania Turnpike was closed.

He said that in the Chicago to South Bend area the snow accumulation was reported upward to 24 inches. He said east of South Bend the accumulation was reported diminishing gradually to 12 inches of snow at the state line. He said at the Kunkle Maintenance building on the Ohio Turnpike, which was approximately 15 miles east of the Indiana-Ohio line, there was 10 inches of snow and from there the quantity of snow diminished to zero at Toledo.

The Deputy Executive Director said also that as a result of the heavy snowfall plus high winds, drifting snow, stalled or disabled vehicles, and accidents forced traffic to a standstill on many highways in the storm area including the western portion of the Indiana Toll Road.

The Deputy Executive Director said also that the Berea headquarters of the Ohio Turnpike was first informed of the seriousness of the situation on the Indiana Toll Road at about 5:30 Thursday evening, January 26th. He said Indiana toll collectors at Eastpoint Terminal advised the Ohio Turnpike toll collectors at Westgate Terminal that driving conditions were hazardous at South Bend and requested the Ohio Turnpike to so advise westbound travelers and to encourage them to stay out of that area. He said that by 8:00 A. M. the next day, Friday, January 27th, the Indiana Toll Road was closed to all traffic west of South Bend. He said that later that same day the remaining section between South Bend and the Ohio state line was closed to all commercial traffic. He said that situation continued through 8:00 P. M. Saturday, January 28th, when the eastbound roadway was opened to traffic. He said the westbound roadway was not opened until 2:40 A. M. on Sunday, January 29th, making a total of 43 hours that the road was closed or partially closed to traffic.

The Deputy Executive Director said also that during the entire emergency period staff members of the Indiana Toll Road Commission, by public service telephone, kept the headquarters of the Ohio Turnpike Commission informed of the prevailing conditions and made requests for action by the Ohio Turnpike which they thought would be helpful. He said when information or a request for action were received they immediately were passed by radio to the Ohio Turnpike toll plazas, service plazas, Ohio Highway Patrol and the Cleveland Automobile Club. He said action so requested and taken included informing westbound passenger car travelers that the Indiana Toll Road was closed west of South Bend and informing westbound commercial drivers that the Indiana Toll Road was closed to them at the Ohio-Indiana line. He said commercial traffic either waited at service plazas on the Ohio Turnpike for the lifting of the ban or left the turnpike system at exits in Ohio. He said the Ohio

Turnpike staff offered assistance to the Indiana Toll Road Commission, including snow plows and operators. He said the offer was appreciated but not accepted. He said the problem with the Indiana Toll Road was not one that could be alleviated with additional equipment but rather was a matter of waiting out the storm. He said once the storm subsided they could clear their roadways quickly. He said it had been the plan to shift Ohio Turnpike personnel and equipment westward so as to cover at least the eastern 60 miles of the Indiana Toll Road, thus releasing that portion of Indiana equipment for service west of South Bend.

The Deputy Executive Director reported also that traffic volumes were greatly reduced on the Ohio Turnpike during the period the Indiana Toll Road was closed. He said that within a few days traffic volumes were above normal and it would appear that those volume losses had been largely recovered. In reply to a question by the Chairman, the Deputy Executive Director said that practically no congestion was experienced at Ohio Turnpike service plazas during the period of the storm. The Chairman said the Commission had been fortunate in never having been required to close the Ohio Turnpike. He said the Indiana Toll Road had been closed and the Pennsylvania Turnpike had been closed. He said the Ohio Turnpike had had problems from both but had been able to manage. He said he thought that was a tribute to the management of the Ohio Turnpike and to the Executive Director and to the Deputy Executive Director.

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

The Chairman said the only new business he had was to introduce to the Commission a young man who was there for the first time from one of the newspapers who was the son of an old, old friend of his, Mr. Michael Kelly. He said Mr. Kelly was the son of Ralph Kelly who had had a great and distinguished career with the Plain Dealer. The Chairman said the Commission was glad to welcome Mr. Kelly as not only a representative of his newspaper but as his father's son.

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

RESOLUTION NO. 3-1967

"WHEREAS the executive director, deputy executive director,

chief engineer, general counsel, assistant general counsel, secretary-treasurer, assistant secretary-treasurer, comptroller, and the director of information and research of the Commission, have by various written and oral communications fully advised the members of the Commission with respect to their official actions taken on behalf of the Commission since the Commission's last meeting on December 6, 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 December 6, 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: Redman, Masheter, Teagarden, Chastang, Shocknessy.

Nays; None.

The Chairman said the resolution was adopted with all Members voting in the affirmative. The resolution was identified as No. 3-1967.


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

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

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:07 P. M.

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



Charles J. Chastang, Secretary Treasurer

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