

MINUTES OF THE TWO HUNDRED AND NINTH MEETING  
July 11, 1967

Pursuant to the direction of the Commission at the last 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 daylight time on July 11, 1967 with the key members of the staff; representatives, Mr. H. A. Harnden and Mr. Norman M. Lawler, of the Consulting Engineers; a representative, Mr. P. Joseph Sesler, of the Trustee; members of the press and others in attendance.

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

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

Absent: None.

The Chairman announced that a quorum was present. He said the first order of business was the election of officers for the two-year period beginning July 1, 1967.

A resolution nominating and electing officers of the Commission was moved for adoption by Mr. Masheter, seconded by Mr. Redman, as follows:

Resolution No. 11-1967

"RESOLVED that the following officers be nominated and elected, each to serve until July 1, 1969, and until his respective successor is elected and qualified; provided, however, that should any officer hereby elected, who is now a member or employee of the Commission cease to be such member or employee, the term of such officer shall terminate at such time as he ceases to be such member or employee:

"For Chairman James W. Shocknessy

"For Vice Chairman O. L. Teagarden

"For Secretary-Treasurer Charles J. Chastang

"For Assistant Secretary-Treasurer John Soller"

The Chairman asked if there were any other nominations. No other nominations being offered, the Chairman said the officers would be voted on separately. He asked Mr. Teagarden to preside for the election of the Chairman.

Mr. Teagarden said the secretary would call the roll on the nomination of Mr. James W. Shocknessy for Chairman.

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

Yes: Masheter, Redman, Chastang, Teagarden.

Not voting: Mr. Shocknessy.

The Chairman said the Members would vote on the nomination of Mr. O. L. Teagarden for Vice Chairman.

The roll was called and all Members responded to roll call. The vote was as follows:

Yes: Masheter, Redman, Chastang, Shocknessy.

Not voting: Mr. Teagarden.

The Chairman said the Members would vote on the nomination of Mr. Charles J. Chastang for Secretary-Treasurer.

The roll was called and all Members responded to roll call. The vote was as follows:

Yes: Masheter, Redman, Teagarden, Shocknessy.

Not voting: Mr. Chastang.

The Chairman said the Members would vote on the nomination of Mr. John Soller for Assistant Secretary-Treasurer.

The roll was called and all Members responded to roll call. The vote was as follows:

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

No: None.

Before declaring the election closed Mr. Shocknessy asked if there were any other nominations. There being no further nominations, he declared the election was completed and the officers elected for a period of two years. The resolution was identified as No. 11-1967.

The Chairman offered his thanks to the Commission for electing him to his tenth term. He said he was beginning his fourth term as a Member of the Commission. He said his first term was in 1949 for two years, his second term in 1951 for eight years, his third term in 1959 for eight years, and he had been nominated and confirmed for another term of eight years in 1967. Mr. Shocknessy said he was appointed first by Governor Lausche in 1949, by Governor Lausche in 1951, by Governor DiSalle in 1959, and by Governor Rhodes in 1967. He said he had served with quite a number of Members of the Commission although there had not been nearly as many Members in the eighteen years as might have been expected. He said the turnover had not been great. He said Mr. Teagarden had been Vice Chairman right down the line with him from the beginning so he was beginning his tenth term as Vice Chairman.

The Chairman said further that Mr. Chastang had been associated with the Commission informally from the beginning and had been a very successful officer of the Commission. He said the Commission and Mr. Chastang had had eighteen pleasant years together. He said that in 1952 the Commission had borrowed \$326,000,000 on the credit of the Ohio Turnpike Commission and since 1952 constructed the turnpike for a construction cost of something like \$278,000,000. He said the rest of the \$326,000,000 went for bond interest during a period when the Commission did not have any income. He said the Ohio Turnpike opened its first segment in the fall of 1954 on a grim and wintry day, December 1. He said the whole turnpike was opened the following year.

The Chairman said further that the Commission had had superior employees right from the beginning. He said the Commission had had the same Consulting Engineers from the beginning. He said the Commission had repaid out of the \$326,000,000 approximately \$73,000,000 and the debt was currently down to about \$253,000,000 and by the end of 1967 should be under \$240,000,000. He said that was an accomplishment which everybody who had been associated with the Commission over the years could take credit for. He said no one person and no identifiable group of persons smaller than the whole group was entitled to the credit for the accomplishments of the Commission. The Chairman said the Commission's financial reputation throughout "this land of ours" was as fine or finer than that of any other similar body. He said the turnpike had been used to such an extent that the Commission was beginning to resurface it.

He said when the turnpike was built the Commission contemplated that within its first fifteen years of service it would be necessary to resurface. He said the account for the purpose of rehabilitating the road was in a thoroughly sound condition. He said that over the next few years more than two hundred miles of the turnpike would be resurfaced and at the end of that resurfacing the Commission would once again have a road that, having been renewed, would still be the finest road in the world. He said that by building and using a cement surface from the beginning the Commission got many years of service on the concrete surfacing which was much better than if the Commission had built with concrete and surfaced with asphalt in the beginning. He said a war was waged about that and the record spoke for itself.

The Chairman said further that the Commission had had superb cooperation from the Governors of Ohio who had served their state since its creation. He said he brought his statement up to date that no Governor ever sought to impose his will on the Commission. He said no Governor had ever failed to respect the concept of an independent commission created by law to perform a non-partisan service. He said he paid respects on behalf of the Commission to all the men as Governor. He said Governor Rhodes and he spoke by telephone that morning and Governor Rhodes sent his greetings to the Commission and along with his felicitations his expressions of confidence. He said he was especially grateful for the expressions of Governor Rhodes. He said Governor Rhodes had always as Governor given the Commission the utmost cooperation and had never once asked it to favor any person or any purveyor of goods or services and neither had any other Governor. The Chairman said that as he had said before the Commission was the proof of the hypothesis that public service of the kind it rendered could be performed on a totally unbiased and non-partisan basis. He said he was a Democrat and was appointed as a Democratic Member of the Commission to the term he currently served by Governor Rhodes, a Republican. He said one could not get any greater proof of the strength that the revenue bond method of producing public improvements could have than in the kind of record the Commission had that day by Governor Rhodes appointing him and by the other appointments that had been made in the past. He said he was appointed by Democrats as a Democrat in the past and thus a Republican with less respect for the impartiality of the Commission might have chosen a Democrat who hadn't been appointed by a Democrat. He said Governor Rhodes did not do that so that he thought the Commission was the proof of the hypothesis that public improvements could be produced by the revenue bond method without ever a taint of any kind in their creation or their operation.

The Chairman said further the Commission had had selfless people. He said the Executive Director, Mr. C. W. Hartford, was an example of the selfless, competent kind of director and public official. He said

Mr. Hartford was a model for any public institution. He said the same could be said of any man employed by the Commission sitting at that table.

The Chairman said further that the Director of Highways, Mr. Masheter, was a man of experience, probably without parallel in the history of the Highway Department. He said Mr. Hartford worked with Mr. Masheter when Mr. Hartford was in the Highway Department. He said Mr. Masheter had given unstintedly of his vast experience since he had been a Member of the Commission. He said the Commission had had comparable, not as great, but comparable experience with his predecessors. He said the Commission had a Highway Director, Mr. T. J. Kauer, who served as Chief Engineer of the Commission and had a former Highway Director, Major General Robt. S. Beightler, who served as Executive Director. He said the Commission had had an experience with the Highway Department it could be proud of. The Chairman said he could name the Director of Information and Research, Mr. James D. Hartshorne, especially as an example of somebody dedicated and could also name the General Counsel, Judge Lockwood Thompson; the Comptroller, Mr. John Soller, and the Deputy Executive Director, Mr. Russell S. Deetz. He said he could pay respects to the J. E. Greiner Company, the Consulting Engineers.

The Chairman said further he expressed his gratitude to the Members of the Commission, to the Highway Department as such through the Director, to all of the employees who had served the Commission, to the Consulting Engineers, to the lawyers who had served not only as General Counsel but as Special Counsel to the Commission. He said the Commission had had superior lawyers. He said he expressed gratitude also to the Trustee, The Ohio National Bank, which had given the Commission full cooperation and excellent service. He said he could not pass up the newspapers of Ohio without whom the turnpike would not have been built. The Chairman said that, for all of the work the Commission did, if it had not been for the lawyers and newspapers the Commission would never have gotten the turnpike constructed. He said the newspapers gave the Commission the support it needed at the time it needed it when it was going up across northern Ohio and had trouble in Elyria and at Maumee and in Cleveland with the Cleveland Metropolitan Park Board. He said the newspapers always presented the case of the public which was also the case of the Commission which was serving the public. He said the Commission was not doing anything to advance its own fortunes, it was doing it to advance service to the public. He said the newspapers were represented at the meeting by Mr. Ed Heinke of the Scripps-Howard Bureau and Mr. Jack Hicks of the Columbus Dispatch and they were just representative of the many men and newspapers who gave the Commission what it needed down through the years.

The Chairman said further he especially thanked Mr. Teagarden. He said Mr. Teagarden had done some remarkable things for the Commission. He said the past year Mr. Teagarden had rendered service even beyond the call of duty and every Member of the Commission appreciated what he personally had done. He said each Member of the Commission had rendered a special service. He said Mr. Redman came to the Commission the most recently of all Members and had moved into the area of the Commission's affairs where he was most proficient and had unstintedly given of his best talents. He said Mr. Chastang had been a stout friend of the Commission from the beginning and as a Member of the Commission had given great service.

Mr. Teagarden thanked the Members of the Commission for electing him to his tenth term as Vice Chairman of the Commission. He said he wanted to take the opportunity to say a word about the Chairman. He said the Members had expressed their confidence in the Chairman that morning in appointing him their Chairman for the tenth time. He said not only did the Members recognize Mr. Shocknessy's ability to do a good job but he would like to read an editorial from the Elyria Chronicle-Telegram of June 30, 1967. He said the editorial fit in very well with what the Chairman had said about the duties of the Commission and about how the newspapers had come to his rescue. He read the editorial as follows:

"He gets things done

"The reappointment of James W. Shocknessy for a new eight-year term on the Ohio Turnpike Commission is deserved recognition of the outstanding job he has done as chairman of that commission.

"Mr. Shocknessy is a man who gets things done, as Elyrians certainly know. That was clearly recognized by Gov. James A. Rhodes when he named Mr. Shocknessy to expedite the completion of Interstate Highway 71 after the work had been delayed by a number of obstacles. Gov. Rhodes, a Republican, and Mr. Shocknessy, a Democrat, have had some rather sharp differences at times, but they put aside their political differences in the interests of getting this important highway completed.

"THERE WAS A TIME when The Chronicle-Telegram also was strongly critical of Mr. Shocknessy and the Turnpike Commission. That was during the 'famous' controversy over negotiations between the commission and the City of Elyria regarding city-owned land wanted by the commission for the

turnpike. Mr. Shocknessy, as commission chairman, naturally wanted the best deal possible for the commission, and we felt the city should get a better deal than was offered.

"Despite our criticisms, we recognized, as did most Elyrians, that the turnpike was needed, and we have been happy to commend the commission, more than once, on its success. Last year, for example, 16,880,555 motor vehicles traveled on the turnpike, and 3,690,259 of them entered at the two toll gates in Lorain County.

"THE COMMISSION is justifiably proud of the turnpike's impressive safety record. Despite the volume of traffic and the high speeds, the accident record is far below that for ordinary roads.

"Mr. Shocknessy's dynamic leadership certainly has been and is an important factor in the turnpike's success. We are glad to know he will continue on the commission for at least few more years."

The Chairman said he personally would have to thank the Elyria Chronicle-Telegram. He said when people did something like that one had to give credit because he had many a row with the Elyria Chronicle-Telegram. He said the editorial was the kind of thing that was a satisfaction. He said it was a satisfaction one got from getting older. He said that if one did what one thought was right, time would demonstrate a vindication. He said the editorial did that.

A motion was made by Mr. Teagarden, seconded by Mr. Redman, that the minutes for the meeting of June 6, 1967 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: Teagarden, Redman, Chastang, Masheter, Shocknessy.

Nays: None.

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

The Chairman reported that the 4th of July holiday on the turnpike was most satisfactory, that there was not a single fatal accident during the whole 4th of July period. He said that between 6:00 P M. on Friday, June 30, and midnight on Tuesday, July 4, a total of 307,952 vehicles traveled a total of 24,636,000 vehicle miles on the turnpike and there were only 25 reportable accidents, and none of them was fatal.

The Chairman reported also that June of 1967 was the 37th month of the past 38 months in which income surpassed that of the corresponding month of the previous year. He said receipts for the first half of 1967 constituted a new record for the period, the \$14,493,000 received exceeding income for the first six months of 1966 by \$461,000. He said there had been a little dip in truck tolls over the same period in 1966. He said the weekly publication of the American Trucking Associations, Inc. had itself noted an even greater decline than the turnpike had experienced.

The Chairman reported also that Interstate highways in Cuyahoga and I-71 in the rest of the state suffered not only appreciably but irrevocably from the strike of the International Union of Operating Engineers which lasted approximately six weeks.

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

1. Traffic & Revenue Report for May 1967.
2. Financial Statements as of May 31, 1967.
3. Detail of investment transactions for June 1967.
4. Draft of the minutes of the June 6, 1967 meeting.

The Chairman said the report of the Secretary-Treasurer was received as offered. He said the report of the Committee on Budget and Finance would be received.

The chairman of the Committee on Budget and Finance, Mr. Redman, reported that the question of data processing equipment and the possibility of changing from the machinery then in use to something a little more advanced and offering the possibility of saving money had been pursued. He said the



sooner new equipment was ordered, if the Commission intended to order new equipment, the better. He said no conclusions had been reached between the types of equipment which had been presented. Mr. Redman said it had been concluded, however, that the Commission's best bet was to purchase rather than to continue renting. He said the equipment could be purchased for about \$165,000 and have a yearly maintenance contract which would amortize out in about five and one-half years after which the Commission would have no rental and the balance of the Commission's operation would be about ten years. He said in that manner the Commission would get about 50% free rent. He said the money could be taken from one of the various funds of the Commission so it would not affect current operating costs by charging it against one year's budget. He said he and the Comptroller had gone over the equipment very carefully and concluded it would do the job better and therefore it seemed the Commission should proceed as soon as possible to get the new equipment.

The Chairman said the Members indicated agreement that the plan outlined by Mr. Redman was economical. He said the Members would leave it to the General Counsel, the Comptroller and the Executive Director to proceed and keep in touch with Mr. Redman so all Members would be advised. Mr. Redman said he would make a detailed report in September on what had transpired. He said it was felt that the most propitious time to make the change-over would be at the end of the year and that if the order for the new equipment were not placed within perhaps 30 to 60 days the change-over might not be possible to make by year end.

In response to a question by Mr. Chastang as to whether there would be any interruptions in operations during the change-over, the Comptroller replied that probably the existing equipment would be left in place until it was certain the new equipment was working satisfactorily as was done once before when a substantial change was made. He said the old equipment would thereby be available for a parallel run if necessary because an interruption could not be afforded.

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

The chairman of the Committee on Service Plazas, Mr. Teagarden, reported that during the Independence Day holiday period extending from Friday, June 30, to Tuesday, July 4, 1967, nearly 362,000 vehicles traveled the Ohio Turnpike. He said that although the vehicular volume was not quite equal to that of the 1966 Independence Day holiday period, it was the third busiest holiday period in the history of the Ohio Turnpike. He said it was exceeded also by the Labor Day holiday in 1966.

The Comptroller said that on July 1 the turnpike had the heaviest day ever. He said the \$140,000 taken in toll revenue that day exceeded the prior high of \$131,000 for a single day which was attained on the corresponding day in 1966. He said the 90,744 vehicles which traveled the turnpike on July 1 made that day the first one on which traffic had exceeded 90,000 in any single day. He said the previous high was the 89,000 vehicles of Sunday, August 21, 1966.

Mr. Teagarden said inspection of the service facilities to learn how the patrons were accommodated was intensified during the holiday period as had been the practice in the past several years. He said that while traffic exceeded expectations on Friday, Saturday and most of Sunday, restaurant operators and service station operators were equal to their task. He said they did an outstanding job in serving the people with a minimum of delay. He said traffic on Monday and Tuesday was lighter than it would be in a normal week in July and, accordingly, the restaurant operators and service station operators had no problem in maintaining top service on those days. He said a combination of cool weather and the holiday falling in mid-week kept traffic and sales for the entire holiday period from setting an all-time record.

Mr. Teagarden reported also that a contract for resurfacing of the floors at Great Lakes and Brady's Leap Service Plazas was awarded early in June and the work was completed prior to the beginning of the Independence Day holiday period.

Mr. Teagarden reported also that the construction of the men's shower room and storage room addition at Wyandot, Vermilion Valley, Portage and Brady's Leap Service Plazas continued at a slow pace. He said the July 17, 1967 completion date would not be met. He said the delays had been attributable to strikes in the building trades, slow deliveries on some materials and abnormal weather conditions in the spring.

The Chairman said that with the agreement of the Members the agenda would be adjusted so that the report of the Consulting Engineers would follow at that point. The representative of the Consulting Engineers, Mr. Harnden, said Mr. Lawler, who had been put in charge of the study of traffic surveys in connection with the needs for additional restaurant facilities, would report on the progress he had made with the study.

Mr. Lawler reported that a study had been under way since the middle of May and was currently estimated to be 35% complete, with a scheduled date for completion of September 25, 1967. He said the initial phase of the work comprising the collection and review of historical traffic data for the Ohio

Turnpike and the connecting highway system in northern Ohio, reconnaissance and inspection of the service plaza facilities on the Ohio Turnpike, as well as those on similar facilities, and surveys of patron use of existing plazas, had essentially been completed.

Mr. Lawler said further that in order to accomplish that phase of the work meetings had been held with the Commission's staff including the Executive Director, Deputy Executive Director, the Supervisor of Patron Services, and the Superintendent of Traffic and Safety; with plaza managers, with the concessionaires' administrative personnel to the extent that it had been possible to arrange such meetings, and with the Planning, Programming and Traffic Departments of the Ohio Department of Highways in Columbus. He said that in addition to those surveys he had met also with the staff of the Seven-County Transportation Study in Cleveland and the Mahoning-Trumbull Counties Comprehensive Transportation Study in Youngstown to ascertain the extent and availability of population, traffic, vehicle registrations, land use and other data relative to the future growth and planning for urbanized areas in which the Ohio Turnpike and the connecting segments of Interstate Highway Routes 80 and 90 were situated. He said only limited data was currently available from those sources but, however, recent aerial photography had been acquired with respect to the turnpike linking the proposed interchanges with Interstate Route 80 west of Youngstown and west of Cleveland, and Interstate Route 90 also west of Cleveland. He said the photography permitted ready identification of changes in land use and evaluation of possible sites for new plaza construction. He said preliminary field reconnaissance had also been made of possible sites for additional plazas in those locations.

Mr. Lawler said further that surveys of patron activity at the Portage and Vermilion Valley Service Plazas were conducted over May 29, 30, and 31, the Memorial Day interval, and over a six-day period, June 30 through July 5, the Independence Day interval, at the Portage, Brady's Leap, Vermilion Valley, and Middle Ridge Service Plazas. He said the surveys included traffic count of all inbound vehicles as well as outbound vehicles. He said surveys were conducted of the use of the plazas including the restaurant facilities, rest rooms, truck servicing areas and pump islands and that restaurant counts as made by the managers at the various plazas had been adopted. He said the Commission personnel provided counts along the road as vehicles passed the plazas and also put out traffic counters on the ramps to the plazas.

Mr. Lawler said further the surveys had been designed and conducted so as to extend and update previous studies, estimates and reports on patron usage and needs prepared by or for the Commission and its Committee on Service Plazas. He said the data was currently being evaluated.

Mr. Lawler said further that projections of future traffic and assignments of that traffic to the turnpike in terms of patron demands for services were being based on the estimates that had been prepared by the Ohio Department of Highways in connection with the Interstate Highway System. He said they would form the basis for the Consulting Engineers' projection in terms of the needs. He said that, however, the Consulting Engineers would tend to correlate data on population growths in the areas along the turnpike with those estimates and thereby try to confirm with the patron usage what the needs would be. He said that at that time the Consulting Engineers were entering into the phase of making the traffic projections and confirming the projections.

Mr. Lawler reported also that as an interim conclusion the estimates of traffic he had seen and which he had made, and based on the patron usage he had seen, would indicate that when the Interstate connections were made to the turnpike additional facilities over and above those which currently existed were indicated.

He said the fact of the traffic signs seemed to be volumes as high as twice those currently being accommodated and, in some cases, as high as two and one-half times the current traffic. He said that when that traffic should arrive was another question largely dependent upon when the Interstate highways in the area of the Ohio Turnpike should be completed. Mr. Masheter said most Interstate mileage affecting the turnpike would be completed by 1971.

Mr. Lawler said further that the Consulting Engineers were considering several alternatives in type of structures and type of service in terms of the plazas over and above those currently on the turnpike. The Chairman said the Commission did not want to duplicate what it had and did not want to duplicate its mistakes. He said the Commission knew that it had to give more service and better service. He said there were those in financial circles and elsewhere who worried about what was going to happen to the turnpike after the Interstate system should be completed. He said the Commission not only did not have that to worry about but it needed the Interstate system to relieve the turnpike, that just as the Pennsylvania Turnpike was currently finding it was suffering great congestion, the Ohio Turnpike would suffer great congestion in a few years if it did not have the prospect of relief from the Interstate system. He said whatever the Interstate system took from the turnpike, the turnpike could well afford to give. The Chairman said the Commission's problem for the future was not the problem of too little business but the possibility of too much business. He said that was what the Consulting Engineers were dealing with when they said their project indicated that at certain spots there would be two and one-half times as much traffic and consequently two

and one-half times as much business. He said the Commission was dealing with a future that it had to be prepared for. The Chairman said the Consulting Engineers' report to be made on the 25th of September was going to have something close to finality because the Commission just could not sit around and read the report and enjoy its prospects, it was going to have to proceed to build and to be ready for the future. He said the Commission was going to have to spend some money and that was what it was saving money for. He said the Commission would have the money available for construction of facilities it would need. He said the existing service plazas constituted the best investment the Commission had, that they had paid their way. The Executive Director said the restaurant operators estimated they served more than 268, 000 people over the five-day July 4 holiday period.

Mr. Lawler said further that the Consulting Engineers were looking into the degree of services the service plazas were currently providing and what services would be needed following the projections of future traffic. He said it was conceivable that some of the existing facilities might be abandoned. He said he would like to hold off any recommendation on that.

Mr. Lawler said further he would like to thank the Members of the Commission and the Highway Department for their cooperation.

The Chairman said that in the absence of further questions the reports of the Committee on Service Plazas and the Consulting Engineers were accepted as offered. He said the report of the Committee on Employee Relations would be received.

The chairman of the Committee on Employee Relations, Mr. Teagarden, reported that pursuant to the request for check-off of dues made to the Commission by Local 20 of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America at the meeting of the Commission on June 6, 1967 and granted by the Commission, Local 20 on June 20 submitted authorizations to check-off dues signed by 196 employees in the maintenance and toll collection departments of the Ohio Turnpike. He said the check-off represented slightly more than half of the 387 employees in the two departments. He said the first deductions were made on payroll checks for the maintenance department dated July 7 and totalled \$1, 158. 50. Mr. Teagarden said dues would be checked off on pay roll checks for toll collection employees dated July 14 and would total \$964. 50. He said each employee who had dues deducted from his pay received with his check a note from the Comptroller which read as follows:

"There has been deducted from your check \$12. 00 dues payable to Local 20 of the I. B. of T. C. W. & H. of A.

(Teamsters Union) in accordance with your authorization and assignment and in accordance with the request of June 2, 1967 by Local 20 to the Commission (copy attached) for check off. This amount is noted on your check stub as a deduction. Once each month dues as may be established from time to time by the Union will be deducted and noted. All funds so deducted will be transferred to Local 20 as per your authorization and assignment.

"John Soller  
Comptroller"

He said the copy of the letter from Local 20 to the Commission requesting a check-off privilege was attached to the Comptroller's note.

Mr. Teagarden reported also that following a hearing held by the Committee on Employee Relations for employees' spokesmen from maintenance and toll collection departments at Berea on May 24, 1967 the committee carefully considered the matters presented to it by the spokesmen and on June 20 submitted its recommendations on those matters to the Executive Director. He said the committee had been informed by the Executive Director that he concurred with its recommendations in such matters as increased overtime minimum pay on call-out, advance scheduling of overtime where practicable, advancing certain employees one step in the wages for their classifications in recognition of their length of service, and laundering the shirts of toll collectors' uniforms at Commission cost. He said the Executive Director concurred also with the committee's recommendations that such matters as shift differential and additional wage increases in 1967 not be considered and that the question of longevity pay be given more thorough study before any conclusion was arrived at.

The Chairman said the report of the Committee on Employee Relations was accepted as offered. He said the report of the Committee on Interchange Development would be received. The chairman of the Committee on Interchange Development, Mr. Chastang, said the committee's report would be presented by the Executive Director.

The Executive Director reported for the Committee on Interchange Development that under date of February 1, 1966 the Commission through resolution No. 2-1966 approved the disposal of certain real estate acquired by the Commission in connection with the construction of the original Interchange No. 10 to the City of Strongsville and to the Cleveland Metropolitan Park District, in accordance with the provisions of a consent decree in the case of the City of Strongsville v. the Department of Highways et al.

He said that real estate was determined to be not needed in connection with the new interchange between the turnpike and Interstate Route 71; however, the resolution did not nor did the provisions of the consent decree include the utility building and its appurtenant grounds and parking lots. He said the building and appurtenant grounds served no useful purpose in the maintenance and operation of the Ohio Turnpike. He said that if there were no objections to doing so it was proposed that efforts be made to dispose of that property. The Executive Director said that if the Commission approved of proceeding with that disposition, he would like to recommend that at the next meeting of the Commission the property be declared not needed in connection with the maintenance and operation of the Ohio Turnpike, and he be authorized to dispose of the property in a manner yet to be determined.

The Chairman said he thought it was agreeable with the Members that the Executive Director proceed to dispose of the utility building and appurtenant grounds on the best business basis.

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 presented by the Executive Director.

The Executive Director reported for the Committee on Safety that two fatal accidents occurred over the previous week end, neither of which had any connection with volumes of traffic. One occurred at Eastgate when the brakes failed on an automobile and a 68-year old man in the back seat was thrown forward and suffered a fractured skull. He said the second accident occurred on Sunday morning when a young man and his sister were returning to Cleveland from Cedar Point and their car drifted off the road and struck a sign. He said the young woman was killed instantly.

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

The Executive Director reported that at the meeting on June 6, 1967 he reported that because of the strike of the operating engineers hope of completing the resurfacing project by July 1 was abandoned. He said the strike was settled on June 13 and as quickly as men and equipment became available operations were resumed. He said a careful analysis of traffic problems was made and it was determined the contractor would be permitted to continue operations during July or until the traffic volumes increased to the point where his operations unduly interfered with traffic flow. He said that as of the previous Friday the contractor had all the undersealing and levelling course on the westbound section of his original contract. He said the contract was extended approximately one mile on the west end by extra

work order but no work had been done on that addition. He said no top course had been placed as yet nor was it likely to be placed until after Labor Day.

The Executive Director reported also that at the meeting of the Commission on June 6th he informed the Commission that the General Assembly had passed and the Governor had signed Amended Senate Bill No. 112 relating to the maximum size of vehicles permitted on the public roads. He said the new law increased the length limit on two-axle, single vehicles from 35' to 40', and the length of any combination of vehicles coupled together other than commercial tractor and semi-trailer combinations from 60' to 65'.

The Executive Director said further that current length limitations of those type vehicles on the Ohio Turnpike were 35' and 60', respectively, but that a great many vehicles that exceeded those limits traveled by special permit. He said that should the Commission adopt the new length limitations to be effective on the Ohio Turnpike that there would be as a result loss in permit revenue especially in connection with the movement of mobile homes. He said almost all overlength mobile homes moved eastward across Ohio from factories in Indiana and Michigan, entering the Ohio Turnpike at Westgate and exiting at Interchanges 12, 13, and 16. He said that under existing schedules a mobile home and towing tractor 75' in length traveling from Westgate to Interchange 16 paid a toll of \$6.30 and \$55.60 in permit fees for a total of \$61.90. He said that if the legal length were increased by five feet the savings to the hauler would be \$11.65.

The Executive Director said that during May of the current year 3,472 permits were issued and \$53,039.75 in permit fees were collected. He said that had the increase in lengths been effective during May the losses in permit fees would have been approximately 20%, or between ten and eleven thousand dollars. He said that on an annual basis and related to 1965 figures, the loss would amount to approximately \$100,000. He said most of that loss would inure to the benefit of the mobile home industry. He said that over the years mobile homes had been increasing in size and particularly in length resulting in correspondingly greater permit fees. He said those increases in permit fees had brought protests from the mobile home industry about the Commission's permit fee structure so that an increase in legal length would, in part, satisfy those objections.

The Executive Director said further that a second consideration, but by no means a secondary consideration, was a trend of the trucking industry to the use of tandem-trailer combinations 65 feet in length. He said such combinations could currently travel from the west coast to the Ohio-Indiana line and on August 11 they would be legal in Ohio. He said



the turnpike was getting some of those combinations presently and handled most of them under the tandem-trailer program and under that program they were not required to pay a permit fee. He said that program required the certification by the Commission of equipment and drivers and was available to charge account customers only. He said that because of the rapid growth of the use of 65-foot combinations the Commission had been overwhelmed with applications for approval of equipment and drivers. He said some of the combinations traveling the turnpike were not under the tandem-trailer program and paid a permit fee. He said a full length trip cost \$14.05 in permit fees in addition to tolls for the latter combinations.

The Executive Director said further that there were a number of two-axle charter buses that were 40 feet in length that currently avoided the turnpike because of the two-axle length limitations of 35 feet. He said that neither were they legal at that time on the public highways outside of municipalities, but would be legal on public roads on August 11.

The Executive Director said further that while it was realized that should the Commission adopt the new length limitations there would be a negative influence on permit fees, failure to adopt the limits might well, for reasons of economy in the mobile home and trucking industries, make it more advantageous for many operators to use the public roads. He said the question was submitted to the Consulting Engineers under date of May 26, 1967 and under date of June 2, 1967 the Consulting Engineers, without delving into the economic aspects but limiting their considerations to operational problems, recommended the Commission's Rules and Regulations for the Control and Regulation of Traffic on the Ohio Turnpike be revised to conform with the revised limitations which had been adopted by the state. He said he recommended that the Commission amend its existing Rules and Regulations to increase from 35' to 40' the length for single units, and from 60' to 65' the length for any combination of vehicles coupled together to conform to the state law and be effective August 11, 1967.

Following considerable discussion about how the prospective loss in permit fees might be avoided, the Commission instructed the Executive Director and the Consulting Engineers to bring to the meeting of the Commission in September recommendations as to whether or not the special permit fee structure should be amended.

A resolution amending section 3.1(j) of the Rules and Regulations for the Control and Regulation of Traffic with respect to length dimensions of certain vehicles was moved for adoption by Mr. Redman, seconded by Mr. Chastang, as follows:

Resolution No. 12-1967

"WHEREAS, the Commission by Resolution No. 155-1954, adopted Rules and Regulations for the Control and Regulation of Traffic on the Ohio Turnpike, which Rules and Regulations were subsequently amended in part and supplemented by Resolutions No. 41-1955 and No. 2-1956, and more recently by Resolutions No. 8-1963 and No. 9-1963; and

"WHEREAS, the Commission deems it advisable, necessary, and proper, and in its own and the public interest, to amend Section 3.1 (j) with respect to length dimensions for single units except passenger bus with three or more axles, and length dimensions for certain combinations of vehicles coupled together, which specific provisions of Sec. 3.1 (j) were adopted by Resolution No. 155-1954 and amended by Resolution No. 41-1955;

"NOW, THEREFORE, BE IT

"RESOLVED that three provisions of paragraph (j) of Section 3.1 of the Rules and Regulations for the Control and Regulation of Traffic on the Ohio Turnpike, which were adopted by Resolution No. 155-1954 and the second of which was amended by Resolution No. 41-1955 be, and the same hereby are, amended to specify as the maximum length for single units except passenger bus with three or more axles 40' - 0" in substitution for 35' - 0", and to specify as the maximum length for any combination of vehicles coupled together other than commercial tractor and semi-trailer combinations 65' - 0" in substitution for 60' - 0"; and furthermore that as to 65 foot combination of vehicles coupled together, and as to 55 foot commercial tractor and semi-trailer combinations (which latter are not otherwise affected by this amendment), it is declared that the length specified shall not include safety devices or bumpers attached to the front or rear of such combinations;

"FURTHER RESOLVED that the foregoing amendments of the aforesaid Section 3.1 (j) of the Rules and Regulations for the Control and Regulation of Traffic on the Ohio Turnpike be, and they hereby are, declared to be effective as of August 11, 1967; and

"FURTHER RESOLVED that general counsel shall cause the foregoing amendments to Section 3.1 (j) of the Rules and Regulations to be published in a newspaper of general circulation in Franklin County, Ohio; that he shall, forthwith, file a certified copy thereof in the office of the Secretary of State of the State of Ohio; that he shall mail a copy to the Department of Highway Safety of the State of Ohio; and that he may cause to be given such additional notice thereof in such manner as he may deem advisable. "

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 resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 12-1967.

At this point Mr. Chastang was excused and left the meeting.

The Executive Director reported also that the Commission was losing its oldest and a valued employee in the person of William Dyer, a member of the janitorial staff at the Berea headquarters building, through retirement. He said Mr. Dyer entered the employ of the Commission on September 10, 1956 and would retire August 10, 1967. The Commission directed its Assistant Secretary - Treasurer to extend to Mr. Dyer felicitations in his retirement and appreciation and thanks for the service he had rendered.

The Chairman said that in the absence of further questions the report of the Executive Director was accepted as received. He ascertained that there would be no report by the Director of Highways, by the General Counsel, or by the Director of Information and Research.

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

Resolution No. 13-1967

"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 June 6, 1967, 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 June 6, 1967 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 all Members present voting in the affirmative. The resolution was identified as No. 13-1967.

The Chairman said the August meeting of the Commission was cancelled by action of the Commission and the Commission would meet again on September 5 with the understanding that there would be a call for a special meeting if required.

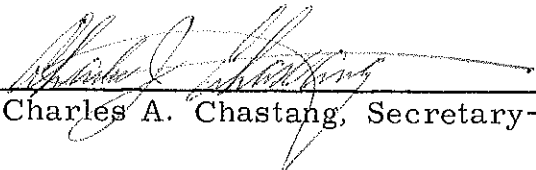
There being no further business to come before the Commission, a motion was made by Mr. Redman, seconded by Mr. Masheter, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Redman, Masheter, Teagarden, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 1:07 P. M.

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

  
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Charles A. Chastang, Secretary-Treasurer