

MINUTES OF THE TWO HUNDRED AND FOURTEENTH MEETING  
January 2, 1968

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, on January 2, 1968 with the key members of the staff; a representative, Mr. H. A. Harnden, of the Consulting Engineers; and a representative, Mr. Robert H. Bartholomew, of the Trustee 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: Masheter, Teagarden, Redman, Chastang, Shocknessy.

Absent: None.

The Chairman announced that a quorum was present.

A motion was made by Mr. Redman, seconded by Mr. Teagarden, that the minutes for the meeting of December 5, 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: Redman, Teagarden, Masheter, Chastang, Shocknessy.

Nays: None.

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

The Chairman reported that revenue in December of 1967 was approximately \$2,409,000, which was \$93,000 more than in December of 1966. He said the good December experience brought revenue to more than \$33,000,000 in 1967, which was the sixth year in succession in which revenue was higher than for a previous year.

The Chairman reported also that bond retirements during 1967 amounted to \$15,276,000, bringing total retirements to \$87,505,000 and practically assuring that by the end of 1968 at least \$100,000,000 in bonds

would have been retired. He said there were \$238,495,000 face value bonds outstanding at the close of 1967.

The Chairman reported also that the safety experience as measured in fatal accidents was the best since 1963. He said there were 27 fatalities in 1967 as compared to 40 in 1966, 32 in 1965, and 35 in 1964. He said that was a real improvement which the Commission could be grateful for without having any real knowledge of whether the Commission had anything to do with it or not. He said further that there was one fatal accident in December which did not occur in the chain-reaction accident which occurred on the 23rd near Warren when approximately 100 automobiles or commercial vehicles were damaged and several persons were injured over a distance of four miles and a period of two hours during a snow storm that reduced visibility almost to zero. The Chairman read from a report of the Ohio State Highway Patrol as follows:

"Unusual traffic situation, approximately 100 motor vehicles were involved in a rash of accidents which occurred between mileposts 199 and 203, eastbound lane, Ohio Turnpike, Portage County. The first accident occurred at 10:05 A. M. with the balance of accidents spread over a two-hour period. Fourteen persons were injured, of whom 13 were treated and released at the Robinson Memorial Hospital, Ravenna and the St. Joseph Hospital in Warren. One person is in serious condition in the Robinson Hospital.

"The situation developed during a heavy snow storm when visibility became limited and the roadway became snow covered. The first accident involved five vehicles which partially blocked the road. The other accidents rapidly occurred as a result of these conditions. The road was never completely closed, with traffic moving slowly under the manual direction of our officers. Numerous vehicles left the scene before our officers could contact them. A sight check at one time revealed 84 damaged vehicles. Eleven officers from the Hiram Post were at the scene. Numerous accidents are still under investigation. It is estimated that a total count of investigated accidents will be 30 to 35."

The Chairman reported also that since the last meeting the Interstate Coordinators' Conference had a meeting with the Cincinnati transportation study group which Governor Rhodes attended. He said the Conference met also with Governor Rhodes and the Administrator of the Federal Highway Administration, Mr. Lowell K. Bridwell, and the Conference was awaiting Mr. Bridwell's decision on whether or not public

transportation facilities would have to be included in the design for the Interstate Route 90 area in Cuyahoga County. The Chairman said further that the Director of Highways, Mr. Masheter, and he together rather vociferously opposed the proposal which emanated officially from the Bureau of Public Roads about two years before and had held up progress since that time. He said Mr. Bridwell promised a decision on January 8, 1968. The Chairman said the point was made that whether there was validity in the recommendation of the Bureau or not, the price that would have to be paid in time consumed and the inconvenience to the public because of the redesign which would be entailed were too great for the benefit to be derived and it was the belief of the Conference that the Federal Highway Administration should approve the design as it then stood.

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. Accountants' Reports: Summary of Rentals reported by restaurant operators, October 1, 1966 through September 30, 1967 and Summary of Rentals reported by service station operators, October 1, 1966 through September 30, 1967.
2. Traffic and Revenue Report for November 1967.
3. Financial Statement as of November 30, 1967.
4. Draft of the minutes of the December 5, 1967 meeting.
5. Detail of investment transactions for December 1967.
6. Summary of Bond Purchases.

The Assistant Secretary-Treasurer reported also that since the turnpike was opened Brink's, Incorporated had been retained to pick up money and tickets at the interchanges. He said the existing agreement with Brink's was that it would render that service three times a week for a fee of \$3,150 a month. He said Brink's had advised that effective March 1, 1968 the fee would go up to \$4,550. He said Brink's, which also served some of the concessionaires along the turnpike, asked that it be advised

by January 15, 1968 if the Commission was not going to continue with it so it could tell the concessionaires and the concessionaires could make other arrangements, if necessary. He said a two-day-a-week pickup would cost \$4,880 a month because it would involve loss of the business of the concessionaires.

In response to a question by Mr. Teagarden, the Assistant Secretary-Treasurer indicated doubt that it would be possible to make arrangements with the Highway Patrol to perform the pickup. In response to a question by Mr. Redman, the Executive Director estimated that to perform the pickup with Commission personnel and equipment would involve a minimum expenditure of \$3,000 a month. The Chairman said he personally did not want any Commission personnel having anything to do with collection of money from the interchanges.

The Chairman asked the Executive Director to make a firm recommendation, including cost comparisons, to the Commission at its next meeting, the recommendation to be substantiated by an examination by the Consulting Engineers.

The Chairman said that in the absence of further discussion or 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, said the Committee's report would be submitted by the Executive Director. The Executive Director reported for the Committee that a supplementary report for future service plaza facilities on the turnpike had been received from the Consulting Engineers and copies of the report had been distributed to members of the Committee. He distributed copies of the report to the Members of the Commission.

The Executive Director said further that at the meeting of the Commission on November 7, 1967 he reported that the Committee on Service Plazas had agreed with the recommendation of the Consulting Engineers in their report on future service plaza facilities on the Ohio Turnpike as to the need for additional facilities near Interchange 15 but that the Committee was not wholly satisfied with the recommendations in the report of dual-type facilities at that location. He said he reported also that the Committee asked the Consulting Engineers to restudy their recommendations because the Committee felt that service to the public and economics of operation outweighed cost of construction.

The Executive Director said further that in compliance with that request the Consulting Engineers submitted a supplementary report under date of December 15, 1967. He said the supplementary report concluded by recommending a single plaza on the north side of the turnpike with access provided directly from the westbound lane. He said eastbound traffic would be required to use ramps crossing the turnpike to and from the north side. He said the recommendation was under study by the Committee but no conclusions had been reached.

In response to questions by the Members, the Executive Director said he did not think the two bridges required to carry the ramps would be any more hazardous than a normal interchange. He said there was a generally similar type of service plaza installation on the Northeast Extension of the Pennsylvania Turnpike. He said the dominant demand for service at the specified location would be on the westbound roadway and the recommended design gave preference to the westbound roadway. He said traffic on the eastbound roadway would have passed a service plaza about 20 miles back. He said the Committee had come to the conclusion that the over-the-road type of facility was not practical nor very feasible at the location concerned since there was not the natural topography to accommodate that type of facility, and large fills or escalators would have to be built. He said the facility recommended in the supplementary report would cost an estimated \$800,000 more than a dual facility of the type already in use on the turnpike. He said a site plan would have to be prepared before right of way could be acquired.

The Executive Director said also that the Committee would consider the summation of the Consulting Engineers' supplementary report on service plazas made at the meeting.

The Chairman said that in the absence of further questions, the report of the Committee on Service Plazas was accepted as offered. He ascertained there would be no reports by the Committee on Employee Relations or the Committee on Interchange Development. He said the report of the Committee on Safety would be submitted by the Executive Director.

The Executive Director reported for the Committee on Safety that in the first eleven months of 1967 there were 348 accidents wherein a vehicle struck a fixed object on the turnpike. He said the Committee had started a survey of those accidents and would include all fixed-object accidents for 1967. He said the analysis would break down the accidents by the type of fixed object, such as guard rail, bridge abutments, signs. He said the objective was to determine if the fixed objects could be eliminated or relocated to further minimize the possibility of

their being a hazard to an out-of-control vehicle. He said not much hope was held for a reduction of that type of accident because the fixed objects were incorporated in the highway with that same thought in mind when the highway was designed. The Executive Director said further that even so the Director of Highways was developing safety standards for highway design and policies for the design of the various features which comprised a completed highway. He said that information was being furnished the Commission as it was developed and would be used in evaluating the findings from the fixed-objects survey. He said perhaps there would be some areas where improvements in the interest of safety could be made.

In response to a question by the Chairman as to the kinds of inspections of bridges on the turnpike, Mr. Harnden said the Consulting Engineers made an intensive annual inspection of all bridges of all types.

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 use of the six travel trailer parking facilities on the turnpike during the first eleven months of 1967 exceeded their use during the first eleven months of 1966 by 26 percent. He said there were 5,111 registrations in 1967 as compared to 4,044 for the same period the previous year. He said the counts were not precise because many travelers used the free facilities and failed to register. He said the busiest months were June, July and August, with 1,676 registrations in July. He said that if the trend continued, there would be need for providing additional facilities by expanding existing parking areas and possibly by construction of new parking areas.

The Chairman said the Commission had had a great experience with the facilities and he gave great credit for them to the Executive Director. He said that if it would be necessary to expand them, it was well justified. He said it was surprising how much good will seemed to be engendered by the facilities.

The Chairman said the report of the Executive Director was accepted as offered. He ascertained there would be no report by the Director of Highways. He said the report of the General Counsel would be received.

The General Counsel reported that upon completion to the satisfaction of the federal government of the construction or reconstruction of the railroad tracks being done for the Commission by contract at the Plum

Brook Station of the National Aeronautics and Space Administration as consideration for a parcel of land taken by the Commission for right of way for the Ohio Turnpike, the federal government would grant the State of Ohio perpetual easement for highway purposes on the parcel taken for right of way. The General Counsel said the track work should be completed by June 30, 1968.

The General Counsel reported also that with reference to the certificate of completion of construction of the turnpike the legal department was preparing, parcel by parcel, the title history of land taken for right of way. He said only the parcels located in two or three counties remained to be surveyed.

The General Counsel reported also that the suit by the Commission against the cities of Broadview Heights and Cleveland challenging the right of Broadview Heights to levy charges for eventual construction of sewage disposal facilities against the Commission in connection with water supplied by Broadview Heights to two service plazas on the turnpike was moving ahead. He said the Commission's motion for summary judgment was set for hearing January 5, 1968 in Common Pleas Court of Cuyahoga County.

The General Counsel reported also that in connection with the suit by the Commission against a salt company there was set for trial on January 22, 1968 in Boston all of what were called the New England cases against that salt company and two others and that between January 9 and January 22 the Commission would be able to take depositions from the president and other officers of the salt company being sued by the Commission.

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

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

**RESOLUTION NO. 1-1968**

"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 5, 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 December 5, 1967 hereby are ratified, approved, and confirmed."

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

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

Nays: None.

The Chairman declared the resolution adopted with all Members voting in the affirmative. The resolution was identified as No. 1-1968.

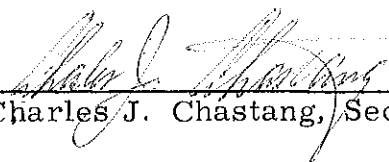
There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Masheter, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the meeting adjourned. Time of adjournment was 12:20 P. M.

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

  
\_\_\_\_\_  
Charles J. Chastang, Secretary-Treasurer