

MINUTES OF THE TWO HUNDRED & TWENTIETH MEETING  
July 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 in Columbus, Ohio at 11:00 A. M. , on July 2, 1968 with the key members of the staff; representatives, Mr. E. J. Donnelly, Mr. J. J. Jenkins, Jr. , Mr. Fred S. Cresswell, and Mr. H. A. Harnden, of the Consulting Engineers; a representative, Mr. Robert H. Bartholomew, of the Trustee; 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.

A motion was made by Mr. Chastang, seconded by Mr. Redman, that the minutes for the meeting of June 4, 1968 which had been examined by the Members and on which the corrections suggested by the Members had been made be approved without reading.

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

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

Nays: None.

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

The Chairman reported that the meeting was the last for the retiring Executive Director, Mr. C. W. Hartford, and the first for the new Chief Engineer, Mr. Frank A. Dutton. He said Mr. Dutton came to the Commission well backgrounded to be its Chief Engineer and the Members welcomed him to the staff and assured him of their cooperation and assured him also that they believed he would be a worthy successor of the good men who had preceded him in the job. He said the Chief Engineer's job had always been a challenging job.

The Chairman said further that Mr. Hartford was canonized at a farewell dinner the previous night. He said that at that dinner he had read a letter addressed to Mr. Hartford by Governor James A. Rhodes and letters addressed to Mr. Hartford and to the retiring Chief Engineer, Mr. E. W. Meeker, by the Commission. He directed that the letters be incorporated in the minutes of the meeting. The letters follow:

THE STATE OF OHIO  
Office of the Governor  
State House, Columbus 43215

June 25, 1968

"Mr. C. W. Hartford  
c/o Mr. E. J. Donnelly  
1106 N. Charles St.  
Baltimore, Maryland 21201

"Dear Mr. Hartford:

"It has come to my attention that you are planning to retire as Executive Director of the Ohio Turnpike Commission, July 1, and that your professional associates are tendering you a Testimonial Dinner in recognition of your distinguished service to the State of Ohio for over thirty-five years.

"It is most significant when a man's closest associates and friends desire to bestow public honors upon him. Their gracious action is an eloquent testimony of their affection for him and of their high esteem for his professional skill and service.

"I am most pleased to join with them in congratulating you for your superior professional services and to express with them my best wishes for your good health and continued leadership in your professional career.

"Sincerely,

/s/ James A. Rhodes

JAMES A RHODES  
Governor

"JAR:dcc"

OHIO TURNPIKE COMMISSION  
682 Prospect Street  
Berea, Ohio 44017  
Phone 234-2081

"July 2, 1968

"Mr. C. W. Hartford  
266 Wayne Drive  
Berea, Ohio 44017

"Dear Mr. Hartford:

"Your resignation as executive director has been received with deepest regret by the Members of the Commission, all of whom regard you with respect for your accomplishments as the chief of operations on the Ohio Turnpike and know you affectionately as 'Red' for your very human and likeable qualities.

"During your tenure and due in large part to your contribution the turnpike has grown up and become an integral part, not merely of the highway system of Ohio, but of the economy of the state and nation and while doing so it has achieved an enviable regard in the estimation of the citizens of Ohio for the manner in which it has been managed and for the service it has rendered and for the high standard of public relations consistently displayed by its employees.

"It is rare that public service is graced by a man of such talent and devotion, experience and background and the Commission counts itself fortunate that it had the opportunity to share with the Ohio Department of Highways the services of one so loyal, so responsible, so competent and so endowed with good judgment.

"You carry with you into a well deserved retirement the thanks of this Commission for a job well done and our very best wishes to you and Mrs. Hartford for good health and happiness and contentment in the years to come.

"Very truly yours,

/s/ James W. Shocknessy

James W. Shocknessy  
Chairman"

OHIO TURNPIKE COMMISSION  
682 Prospect Street  
Berea, Ohio 44017  
Phone 234-2081

"July 1, 1968

"Mr. E. W. Meeker  
314 Pineview Drive  
Berea, Ohio 44017

"Dear Mr. Meeker:

"We cannot quarrel with your decision to retire from the post of chief engineer for the Commission which you have filled so meritoriously for so many years but we feel nevertheless more than a little sadness that an association so fortuitous and so gracious must bow to the implacable will of time. In the observation of the Members of the Commission and by the evidence of your professional peers and of the other members of the Commission's staff who have been associated with you in the conduct of the many and varied aspects of operating and maintaining the Ohio Turnpike you have indeed proved yourself a very valued, very competent, efficient official of the Commission. Be assured that you leave with all our expressions of good will and with all our expressions of appreciation of the competence of your service.

"It is the hope of the Members of the Commission that you and Mrs. Meeker will enjoy many, many years of realization of the rewards of your long and fruitful career in the service of the public.

"Very truly yours,

/s/ James W. Shocknessy

James W. Shocknessy  
Chairman"

The Chairman said Mr. Hartford had made some staff adjustments since the last meeting in accordance with his authority and with the under-

standings he reached with the Members at the last meeting and those adjustments had been effected and the Members hoped they would be satisfactory.

The Chairman said further that Mr. Russell S. Deetz would assume the executive directorship on July 16 pursuant to the Commission's resolution and Mr. Deetz, he knew, would have a successful administration as Executive Director. He said he had been a successful executive of the Commission for about 16 years and he was sure his administration would live up to the tradition of the job. The Chairman said the Commission had had good Executive Directors and he was sure Mr. Deetz would fulfill his mission adequately. He said the Members had great confidence in him, Mr. Hartford thought highly of him, the Members thought highly of him, and Mr. Masheter, particularly, had known him practically since he was a boy and so the Commission had every reason based upon its own experience, especially Mr. Masheter's, to expect the greatest and most from him.

The Chairman said further he was sure that J. E. Greiner Company had had adequate experience with Mr. Deetz to feel reassured on his promotion to Executive Director. Mr. Donnelly said he concurred.

The Chairman said further the Commission thought J. E. Greiner Company was very great, that it was the finest outfit in the business. He said the Commission was fortunate that the firm was with it. He said his experience with all the Greiner Company men had been very satisfactory. He said Mr. Harnden had worked with the Commission and its staff very effectively and successfully and the Commission and the Consulting Engineers got along as smoothly as they did because their people worked cooperatively and effectively together. He said there was a mutual respect between the Consulting Engineers' people and the Commission's people and it was so great that they were almost the same people. Mr. Donnelly thanked the Chairman for his comments.

The Chairman reported also that the revenue for the first half of 1968 was almost \$16,000,000 and constituted a new record by nearly a million and a half dollars for the first six months. He said the interesting comparison was that the first six months of the year had produced more income than was produced in the entire year of 1956. He said income for June was \$3,704,000, surpassing by \$320,000 receipts for the previous best June - that of 1967.

The Chairman reported also that the only bitterness in his report was that there had been five fatal accidents during June with seven deaths.

He said Mr. Jenkins had said the previous night that Ohio had the best turnpike in the world. He said the Commission still coped with accidents and he did not know whether between the Consulting Engineers and the Commission any more safeguards could be produced than already existed but still the Commission kept on trying. He said the Toledo Blade wrote an editorial raising the question again of a median barrier and he had asked the Executive Director to speak to that and he was sure the Commission would be glad to be enlightened as to Mr. Donnelly's view.

The Chairman reported also with respect to the Interstate Coordinators' Conference that Ohio's Highway Department was one of the greatest institutions that had ever been developed and had one of the greatest directors that any public body had ever had. He said he was continually marvelling at the depth of Mr. Masheter's information which came from his long experience in the field and from the great wisdom with which his judgments were invested. The Chairman said he was not working with the Highway Department because it needed him but he was doing it as a volunteer because he was invited by the Director of Highways and Governor Rhodes although they didn't really need him.

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, Mr. Chastang, said the report would be given by the Assistant Secretary-Treasurer, Mr. John Soller. The Assistant Secretary-Treasurer reported that since the last meeting the following had been sent to all Members:

1. Traffic and Revenue Report for May 1968.
2. Financial Statements as of May 31, 1968.
3. Draft of the minutes of the June 4, 1968 meeting.
4. Detail of investment transactions for June 1968.

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 but he wanted to mention before the chairman of the committee, Mr. Teagarden, reported that the Commission could once again congratulate him because of a clipping from the St. Petersburg (Florida) Times which stated that

the food on the Ohio Turnpike along with that on the Indiana Toll Road was found to be the best food when a committee of the Florida State Turnpike Authority made an inspection trip over other turnpikes. He said everybody knew that that was due principally to Mr. Teagarden.

Mr. Teagarden reported for the Committee that it had received from the Director of Highways a very complimentary report on the food he and Mrs. Masheter had been served at one of the Ohio Turnpike service plazas. He said the Director of Highways stated the Commission could be proud of its restaurants compared to those in the east which he had recently visited.

Mr. Teagarden reported also that contracts for the remodeling of the counter areas at Oak Openings and Fallen Timbers Service Plazas in Lucas County had been advertised for bids to be received on July 8.

Mr. Teagarden reported also that plans and specifications for the one remaining project of the 1968 service plaza remodeling program were reviewed the past week and returned to the architect for finalization. He said that project provided for remodeling the unused outside carry-out to add approximately 52 seats to the dining room at Middle Ridge Service Plaza in Lorain County. He said a contract for the work would be advertised for bids to be received late in July.

Mr. Teagarden reported also the six travel trailer parking areas proved more popular during the first five months of 1968 than for a like period of any previous year. He said a total of 532 users signed the registers as compared with 389 in 1967, the previous high, an increase of 37 percent. He said that should such increase continue it appeared the Committee must give consideration to the construction of additional areas as well as enlargement of some of the existing areas.

Mr. Teagarden reported also that during the past few years restaurant customer counts had been conducted at select service plazas at specific periods. He said the most recent survey reflected the traffic handled in eight restaurants during the week in which Mother's Day fell in 1967 and 1968. He said a total of 95,469 customers were counted in 1968 as compared to 95,298 in 1967, representing an increase of approximately two tenths of one percent. He said the significant part of the study was not the slight increase in total number of customers but rather the sharp decreases at two of the restaurants. He said that at Portage Service Plaza the number of customers declined 20.4 percent and at Brady's Leap the decline was 6.9 percent. He said the decline at those restaurants tended to support the Committee's decision to "wait

and see" the effects of an interchange with Interstate Routes 80 and 80S before proceeding with the construction of an additional facility east of those two service plazas.

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

The chairman of the Committee on Employee Relations, Mr. Teagarden, reported that there had been some changes in the Employee Manual which were currently in preparation.

The Chairman said the Manual was constantly under revision. He said that in a time of great ferment, social and economic, the Commission was constantly dealing with employees' representatives, both union and non-union, and making adjustments which were dictated by the times and by the Commission's business. He said he thought the Commission was fortunate in never having had an interruption in service and he trusted that it never would. He said the Commission would do its part to see that any interruption of service was prevented.

The Chairman said that in the absence of questions the report of the Committee on Employee Relations was accepted as offered. He ascertained there would be no report by the Committee on Interchange Development. He said the report of the Committee on Safety would be received.

The Executive Director reported for the Committee on Safety that June was not a good month with respect to fatal accidents. He said there were five fatal accidents in which seven persons lost their lives. He said one accident involved the crossing of the median and accounted for three deaths, a mother and two children. He said the mother was driving a station wagon and lost control on wet pavement, crossed the median and struck a semi-trailer truck in the opposing lanes. The Executive Director said the truck driver attempted to avoid the collision and in doing so jackknifed the truck so that the right side of the cab of the tractor hit the car broadside on the driver's side. He said all except the mother were ejected from the station wagon. He said seat belts were installed but not in use. He said there was nothing physically wrong with the car or its driver at the time. He said the car travelled in the median about 200 feet before crossing over, and in leaving one lane to the other travelled a distance of about 200 feet.

The Executive Director said that as was usual in the case of



median crossings involving multiple deaths many recommendations, some of which were perennial, were received to install a median barrier as a cure-all for that type accident. He said a comprehensive study of that possibility was first made by the staff early in 1959 based on experiences during the years 1957 and 1958. He said the conclusion at that time was that the median design had proven extremely effective in minimizing accidents resulting from out-of-control vehicles crossing the median and that the construction of a median barrier would increase median accidents by fourfold.

The Executive Director said further that the staff had continuously examined the median accident reports and nothing had occurred which would indicate that its original conclusions were not valid. He said the 1959 conclusions were supported by a more extensive study made by the Yale Bureau of Highway Traffic on accident experience with traversable medians of different widths in 1954. The Executive Director said further confirmation of the validity of the conclusions could be found in a statement of the State Highway Engineer of California included in the hearings on roadside hazards conducted before the Committee on Public Works of the House of Representatives in 1967. He said California currently installed median barriers on all freeways where the median was less than 46 feet wide and the average daily traffic exceeded 40,000 vehicles and on all freeways with medians less than 12 feet where the ADT exceeded 20,000 vehicles. He said the Ohio Turnpike median was 56 feet wide and nowhere did the ADT approach 40,000 vehicles per day so the controlling factors were well beyond the standards adopted by California.

The Executive Director said further he thought the California Highways Engineer summed up the problem very well in his report when he stated "The dilemma persists. In order to solve it, the probability of a few cross median accidents must be weighed against the certainty of many accidents of other types, and therefore barriers are only placed when the probability of their doing more good than harm can be demonstrated". He said the full report would be included in the minutes of a meeting of the Commission's Committee on Safety.

The Executive Director said further that the study in 1959 indicated that only 2-1/2 percent of the vehicles that entered the median completed a crossing and that seventy-nine percent were contained without personal injury or property damage and 18-1/2 percent, even though contained by the median, resulted in an accident. He said that had there been guard rail in the median there was little question but that the Ohio Turnpike accident experience over the years would have been substantially greater than actually experienced.

In response to a request by the Chairman that the Consulting Engineers comment on the question of median barriers Mr. Donnelly said he thought the question of the median barrier came from the Pennsylvania and New Jersey Turnpikes which in recent years had completed median barriers for the entire lengths of their respective toll roads. He said median width for Pennsylvania was ten feet and New Jersey's was fourteen, which were relatively very narrow barriers. He said sections of median barrier were tried on each turnpike and there was no question a median barrier begat accidents but it was a question of relativity - how many accidents a barrier would create as opposed to deaths it would prevent. Mr. Donnelly said that in the cases of the lesser median strips the median barrier was of value. He said he was of the opinion that it would be a mistake to put a median barrier on the Ohio Turnpike, that he agreed completely with the Executive Director's conclusion that it might increase accidents many fold because every entrance into the median strip then would become an accident.

The Chairman said the Executive Director's statement was very good and he would recommend that he write to the publisher of The Blade of Toledo, Ohio, Mr. Paul Block, Jr., incorporating what he had said and paraphrasing what Mr. Donnelly had said. The Chairman suggested it be made clear to Mr. Block that pursuant to his editorial the Commission examined its continuing study and consulted with the Consulting Engineers. He said he did not want anybody to think that the Commission did not take heed to criticism.

The Executive Director reported also that at the meeting of the Commission in February 1968 he reported that the 1968 resurfacing program included five projects and that it was expected to award three of those contracts in March and the other two in the early summer so that the contractors could be doing preliminary operations in August with full-scale operations during September. He said the Commission awarded the first three projects on March 5 as follows:

Project 68-1 extending from Milepost 92.4 to Milepost 101.5 was awarded to S. E. Johnson Company and Ohio Road Paving Company, a joint venture. The Executive Director said there were but several days' work remaining to be done on that project and it was expected it would be completed by the next week.

Project 68-3 extending from Milepost 177.4 to 186.7 was awarded to the McCourt Construction Company. He said that project should be completed July 2.

Project 68-5 extending from Milepost 230.6 to Milepost 241.2 was awarded to the City Asphalt and Paving Company. He said that project was only approximately 35 percent complete and operations on it would have to be curtailed until after Labor Day due to the heavy traffic volumes during July and August.

The Executive Director said bids on the two remaining projects were opened on Tuesday, June 25. He said two bids were received on Project 59-68-2 extending from Milepost 153.3 to Milepost 161.0 - from the easterly end of one of the 1968 projects near the Lorain-Cuyahoga line to a point easterly of the Administration Building near Interchange 10. He said the low bid was submitted by the Wm. L. Schloss Paving Company of Cleveland, Ohio in the amount of \$876,923.50.

He said three bids were received on Project 59-68-4 extending from Milepost 207.3 to Milepost 214.1 in Trumbull County. He said the low bid was submitted by the Northern Ohio Paving Company of Twinsburg, Ohio in the amount of \$975,214.00.

The Executive Director said further that the Consulting Engineers had reviewed those bids and had recommended an award to the respective low bidders; the Chief Engineer had concurred in the recommendations of the Consulting Engineers, and the General Counsel had examined the low bids and related documents and had advised the Commission that it might lawfully award a contract to each of the low bidders. He said he, therefore, recommended that an award of contract RMP 59-68-2 be made to the Wm. L. Schloss Paving Company of Cleveland, Ohio in the amount of \$876,923.50 and that an award of contract RMP 59-68-4 be made to the Northern Ohio Paving Company of Twinsburg, Ohio in the amount of \$975,214.00.

A resolution awarding contract RMP 59-68-2 was moved for adoption by Mr. Masheter, seconded by Mr. Redman, as follows:

RESOLUTION NO. 15-1968

"WHEREAS the Commission has duly advertised, according to law, for bids upon a contract for the repair and resurfacing of original Construction Sections C-20 and C-21, between Milepost 153.3 and Milepost 161.0 in Cuyahoga County, Ohio, which contract is designated Contract RMP 59-68-2, and proof of said advertising is before the Commission;

"WHEREAS bids for the performance of said contract have been received and were duly opened and read as provided in the published notice for said bids, and said bids are before this meeting;

"WHEREAS said bids have been analyzed by the Commission's consulting engineer and by its chief engineer, and they have reported thereon to the Commission with respect to said analysis and they, and also the Commission's executive director, have made their recommendations predicated thereon;

"WHEREAS all of the aforesaid bids for said contract were solicited on the basis of the same terms and conditions, and the same specifications, with respect to all bidders and potential bidders, and the bid of The Wm. L. Schloss Paving Co., Cleveland, Ohio, for the performance of said Contract RMP 59-68-2, is, and is by the Commission determined to be, the lowest of all said bids for the performance of said contract, and the Commission has been advised by its general counsel that said bid conforms to the requirements of Section 5537.04 of the Revised Code of Ohio and to the terms, conditions, and specifications in the legal notice applicable thereto, and, accordingly, the Commission is authorized to accept said bid as the lowest and best bid for the performance of the work required under said contract and of the incidental obligations thereof; and

"WHEREAS the Commission is satisfied with the capacity of said bidder to perform its obligations pursuant to its proposal;

"NOW, THEREFORE, BE IT

"RESOLVED that the bid of The Wm. L. Schloss Paving Co., Cleveland, Ohio, for the performance of Contract RMP 59-68-2 be, and hereby it is, determined to be the lowest and best of all said bids and is accepted, and that the chairman and executive director, or either of them, be, and each of them hereby is, authorized, (1) to execute a contract with said successful bidder in the form heretofore prescribed by the Commission, pursuant to the aforesaid bid, and upon the condition that said successful bidder shall furnish a performance bond as heretofore approved by the Commission, (2) to direct the return to all bidders for the aforesaid contract, other than said successful bidder, of the bid security furnished by each of them, respectively, (3) to direct the return to said successful bidder of its bid security when the aforesaid contract has been duly executed and said performance bond furnished, and (4) to take any and all action necessary or proper to carry out the terms of said bid and of said contract. "

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

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

Nays: None.

The Chairman said the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 15-1968.

A resolution awarding contract RMP 59-68-4 was moved for adoption by Mr. Masheter, seconded by Mr. Chastang, as follows:

RESOLUTION NO. 16-1968

"WHEREAS the Commission has duly advertised, according to law, for bids upon a contract for the repair and resurfacing of original Construction Sections C-7 and C-8, between Milepost 207.3 and Milepost 214.1 in Trumbull County, Ohio, which contract is designated Contract RMP 59-68-4, and proof of said advertising is before the Commission;

"WHEREAS bids for the performance of said contract have been received and were duly opened and read as provided in the published notice for said bids, and said bids are before this meeting;

"WHEREAS said bids have been analyzed by the Commission's consulting engineer and by its chief engineer, and they have reported thereon to the Commission with respect to said analysis and they, and also the Commission's executive director, have made their recommendations predicated thereon;

"WHEREAS all of the aforesaid bids for said contract were solicited on the basis of the same terms and conditions, and the same specifications, with respect to all bidders and potential bidders, and the bid of Northern Ohio Paving Company, Twinsburg, Ohio, for the performance of said Contract RMP 59-68-4, is, and is by the Commission determined to be, the lowest of all said bids for the performance of said contract, and the Commission has been advised by its general counsel that said bid conforms to the requirements of Section 5537.04 of the Revised Code of Ohio and to the terms, conditions, and specifications in the legal notice applicable thereto, and, accordingly, the Commission is authorized to accept said bid as the lowest and best bid for the performance of the work required under said contract and of the incidental obligations thereof; and

"WHEREAS the Commission is satisfied with the capacity of said bidder to perform its obligations pursuant to its proposal;

"NOW, THEREFORE, BE IT

"RESOLVED that the bid of Northern Ohio Paving Company, Twinsburg, Ohio, for the performance of Contract RMP 59-68-4 be, and hereby it is, determined to be the lowest and best of all said bids and is accepted, and that the chairman and executive director, or either of them, be, and each of them hereby is, authorized, (1) to execute a contract with said successful bidder in the form heretofore prescribed by the Commission, pursuant to the aforesaid bid, and upon the condition that said successful bidder shall furnish a performance bond as heretofore approved by the Commission, (2) to direct the return to all bidders for the aforesaid contract, other than said successful bidder, of the bid security furnished by each of them, respectively, (3) to direct the return to said successful bidder of its bid security when the aforesaid contract has been duly executed and said performance bond furnished, and (4) to take any and all action necessary or proper to carry out the terms of said bid and of said contract. "

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

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

Nays: None.

The Chairman said the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 16-1968.

The Executive Director reported also that the Commission's contract with the Department of Highway Safety for the services of the State Highway Patrol provided for adjustments annually to be effective July 1 of each year. He said rates for the year commencing July 1, 1968 were approved on June 25. He said salary costs for each grade of officer were the average costs for that grade and, because those salary costs were dependent upon length of service in a grade, the adjustments were not uniform on a percentage basis. He said that in order to make a comparison between the old and new rates he took the billing for May and applied the new rates. The Executive Director said salary costs for the month of May were \$66,807, and had the new rates been effective those costs would have been \$68,951 for an increase of 3.2 percent. He said there was no increase in the charges for transportation at 6 cents per mile. He said that when adding costs of transportation at about \$23,000 per month a comparison of all costs gave an increase of 2.4 percent.

The Executive Director said further that due to manpower shortages in the past the Patrol had not been able to maintain the complement - 96 - authorized under our contract until 1968. He said the Commission's costs in 1968 had increased over previous years not only because of the increased costs per man but because of the increase in numbers of men resulting from the improved manpower situation.

The Executive Director said further it appeared the costs for the Patrol for 1968 were under budgeted and unless some savings would be accomplished elsewhere in the budget to overcome that deficiency, an adjustment of perhaps \$200,000 would have to be made near the end of 1968. He said the costs would run over a million dollars in 1968 for the first time.

In response to a question by Mr. Chastang as to whether the Commission was authorizing too many patrolmen on the turnpike, the Executive Director said he did not believe so. He said he did not think the turnpike could ever be overstaffed with patrolmen because they were a deterrent to violation of the various laws and violations could be prevented by the appearance of patrolmen out on the road. He said it would take many, many more men than currently authorized to make an ideal situation.

The Executive Director reported also that the previous week he received from Mr. John May an approval of the Commission's plan to construct his driveway in the vicinity of the Niles-Youngstown Interchange. He said the Chief Engineer was preparing to move forward with the construction of the May drive.

The Executive Director reported also that the Commission had completed construction of a railroad spur at Plum Brook Station of the National Aeronautics and Space Administration.

The Chairman said the Commission was ready to issue a Certificate of Completion of the Ohio Turnpike (Project No. 1) whenever the General Counsel should be through with his examination of the titles to right of way acquired for the turnpike.

The General Counsel said about half of the utilities involved in his examinations had sent back the requested releases. He said it was very discouraging that they were so very slow about acknowledging the requests for releases. He said there were still as many as 75 to 100 utility releases to be obtained.

The Chairman said there was no significance to issuing a Certificate of Completion because the Construction Fund was already exhausted.

He said the only thing that a Certificate of Completion did was authorize the transfer of money left in the Construction Fund to the Redemption Fund. He said that just in order to do everything as suggested by the Trust Indenture the Commission would file a Certificate of Completion. The General Counsel said he had wanted to review every parcel and be able to give in writing to the Commission assurances of as nearly perfect a title as possible. He said it was going to take another three to six months to complete that task. The Chairman said that whenever the General Counsel completed the task he should get a Certificate ready and the Commission would file the Certificate with the Trustee. He said the only thing the Certificate would do would be to prohibit the Commission from ever borrowing any money once the Certificate was filed.

At the request of the Chairman, the General Counsel read Section 411 of the Trust Agreement relating to issuance of Certificate of Completion as follows:

"When the construction of the Turnpike shall have been completed, which fact shall be evidenced to the Trustee by a certificate stating the date of such completion, signed by the Chairman or Vice Chairman and the Secretary-Treasurer of the Commission, accompanied by an opinion of Counsel for the Commission stating that the Commission has acquired title or perpetual easements in the name of the State of Ohio to the right-of-way for the Turnpike free from all liens or encumbrances except liens, encumbrances or other defects of title which, in the opinion of such Counsel, do not have a materially adverse effect upon the Commission's right to use such right-of-way for the purposes intended or which have been adequately guarded against by a bond or other form of indemnity, guaranty or insurance, and that there are no uncanceled mechanics', laborers', contractors' or material-men's liens on the right-of-way on file in any public office where the same should be filed in order to be valid liens against any part of such right-of-way, and that, in the opinion of the signer, the time within which such liens can be filed has expired, and accompanied by a certificate of the Consulting Engineers stating the amount, if any, required in their opinion for the payment of any remaining part of the cost of the Turnpike, the balance in the Construction Fund in excess of the amount, if any, stated in such certificate shall be transferred by the Trustee to the credit of the special account hereinafter created in the Sinking Fund and designated 'Reserve Account'.

"If at any time after any such transfer there shall be filed



with the Trustee a certificate, signed by the Chairman or Vice Chairman and the Secretary-Treasurer of the Commission and approved by the Consulting Engineers, stating that the cost of the Turnpike remaining unpaid exceeds the amount reserved by the Trustee under this Section, an amount equal to such excess shall forthwith be retransferred by the Trustee from the Reserve Account to the Construction Fund and thereafter applied by the Trustee, upon requisition as above provided, to meet such unpaid cost; provided, however, that the amount so retransferred shall not exceed the amount transferred from the Construction Fund to the Reserve Account under the foregoing provisions of this Section.

"If at any time there shall be filed with the Trustee a certificate signed by the Chairman or Vice Chairman and the Secretary-Treasurer of the Commission and approved by the Consulting Engineers, stating that the cost of the Turnpike has been fully paid, (1) the balance in the Construction Fund shall be transferred by the Trustee to the credit of the Reserve Account and (2) the balance, if any, in the revolving fund provided for in subparagraph (3) of Section 208 shall be paid by the Commission to the Trustee and by it held in the Sinking Fund for the credit of the Reserve Account. "

In response to a question by the Chairman as to concurrence in the Commission's annual budget by the Consulting Engineers, the General Counsel read the first paragraph of Section 505 of the Trust Agreement as follows:

"The Commission covenants that before any portion of the Turnpike shall be opened for traffic it will prepare a preliminary budget of income and Current Expenses for the balance of the fiscal year and, in case any such portion shall be opened for traffic between the 20th day of October and the 31st day of December, for the ensuing fiscal year, and that on or before the 20th day of October in each fiscal year thereafter it will adopt a preliminary budget of income and Current Expenses for the ensuing fiscal year. Copies of each such preliminary budget shall be filed with the Trustee and mailed to the Consulting Engineers and the principal underwriters. The Commission further covenants that it will comply with any reasonable request of the Consulting Engineers as to the classifications in which such budget shall be prepared, particularly with respect to the divisions into which such budget shall be divided. "

In response to a question by the Chairman as to the submission to the Commission by the Consulting Engineers of an annual report, the General Counsel read Section 504 of the Trust Agreement, as follows:

"The Commission covenants that it will cause the Consulting Engineers employed by it under the provisions of Section 706 of this Agreement, to make an inspection of the Turnpike at least once in the calendar year following the opening of the entire Turnpike for traffic and, on or before the 1st day of October in each year thereafter, to submit to the Commission a report setting forth (a) their findings whether the Turnpike has been maintained in good repair, working order and condition, (b) their advices and recommendations as to the proper maintenance, repair and operation of the Turnpike during the ensuing fiscal year and an estimate of the amount of money necessary for such purposes, (c) their advices and recommendations as to the insurance to be carried under the provisions of Article VII of this Agreement, and (d) their recommendations as to the amount that should be deposited during the ensuing fiscal year to the credit of the Reserve Maintenance Fund for the purposes set forth in Section 509 of this Article. Copies of such reports shall be filed with the Trustee and mailed by the Commission to the principal underwriters. "

In response to a question by the Chairman as to whether the Trust Agreement mentioned the Consulting Engineers by name, the General Counsel read Section 706 of the Trust Agreement as follows:

"The Commission covenants that, until the bonds and the interest thereon shall have been paid or provision for such payment shall have been made, it will, for the purpose of performing and carrying out the duties imposed on the Consulting Engineers by this Agreement, employ an independent engineer or engineering firm or corporation having a nationwide and favorable repute for skill and experience in such work. J. E. Greiner Company, of Baltimore, Maryland, are now employed by the Commission as such Consulting Engineers, and no other engineer or engineering firm or corporation shall be employed as Consulting Engineers under this Agreement unless such engineer or firm or corporation shall be acceptable to the Trustee. "

The General Counsel also read a portion of Section 501 of the Trust Agreement relating to the role of the Consulting Engineers with respect to the fixing and changing of toll schedules, as follows:

"The Commission covenants that prior to the opening for traffic of any portion of the Turnpike it will fix and place in effect an initial schedule of tolls for traffic over such portion, that the rates of tolls in such initial schedule will be in substantial conformity with and not less than the rates of tolls recommended by Parsons, Brinckerhoff, Hall & Macdonald of New York City, New York, in their traffic report dated May 6, 1952, addressed to the Director of Highways and transmitted to and accepted by the Commission, that the rates of tolls in such initial schedule will not be changed without the approval of the Consulting Engineers, and that from time to time and as often as it shall appear to it to be necessary it will request the Consulting Engineers to make recommendations as to a revision of the schedule of tolls and will file copies of such request with the Trustee and mail a copy thereof to the principal underwriters and, upon receiving such recommendations or giving reasonable opportunity for such recommendations to be made, it will revise such schedule and rates of tolls as may be necessary or proper, in order that the revenues of the entire Turnpike will be sufficient at all times:\*\*\*"

The Chairman said that in the absence of further questions the reports by the Executive Director for the Committee on Safety and for himself were accepted as offered. He said the report of the Director of Highways would be received.

The Director of Highways said he wanted to take exception to the Chairman's remarks that he wasn't needed as chairman of the Interstate Coordinators' Conference. He said the Commission knew the Chairman had been a dominant force in the Conference for many years and his help to the Highway Department had been very great and he hated to have him belittle himself.

The Director of Highways reported also that he tried to get something to eat on some of the eastern toll roads and it was particularly impressive to him that one of the places he stopped at was operated by one of the same groups that operated on the Ohio Turnpike and it was the most lousy place to eat that he had ever eaten in and in getting off that turnpike he told the toll attendant he appreciated the ride over the turnpike but the eating place was lousy. He said the attendant agreed with him. The Director of Highways said that when he got back in Ohio he stopped at an Ohio Turnpike restaurant to make a comparison and it was just like going from night to day. He said he thought Mr. Teagarden deserved a great deal of thanks from the people who used the Ohio Turnpike for the fact that it was a good place to stop and rest and to eat.

The Director of Highways said also that the meeting being Mr. Hartford's last, he wanted to say that the Commission would miss him. He said that in his five and one-half years with the Highway Department as Director there had never been the first word of disagreement between Mr. Hartford and his staff or himself. He said the cooperation had been phenomenal and having known "Red" for many, many years his knowledge of the work, his honesty and integrity went without question. He said he wanted him to know the people in the Highway Department would miss him.

The Chairman thanked the Director of Highways for his report and said it was accepted as offered. He ascertained there would be no report by General Counsel or by the Consulting Engineers. He said the report of the Director of Information and Research would be received.

The Director of Information and Research read letters of appreciation received from users of the travel trailer parks on the Ohio Turnpike as follows:

"6-25-68

"Dear Sir:

"One of our Employees used your Trailer Facilities along the Turnpike. She was very much impressed . . . both with the facilities & the literature she received.

"We would like a small supply of your brochures on Trailer Travel on the Turnpike.

"Thank you.

"AUTOMOBILE CLUB OF MICHIGAN  
110 S. Superior St.  
Albion, Michigan 49224"

"June 20, 1968  
6929 Shannon Road  
Verona, Pa. 15147

"Dear Sir:

"In May 1968 I traveled across Ohio on the turnpike. We

stopped at the Vermilion valley service plaza and used the travel trailer facilities.

"We found it wonderful to rest overnight and then continue on our journey the next morning.

"Penna. turnpike commission should have a look at your trailer facilities and then do something.

"Please send me folder, Camping tonight along the Ohio turnpike.

"Yours truly,

"L. P. Bigenho"

"NATIONAL HEADQUARTERS

"NATIONAL HOLIDAY RAMBLER TRAVEL TRAILER CLUB, INC.  
P. O. Box 87  
Nappanee, Indiana 46550  
Phone (219) 773-3423

"21 May 1968

"Mr. James D. Hartshorne  
Director of Information and Research  
Ohio Turnpike Commission  
Berea, Ohio 44017

"Dear Mr. Hartshorne:

"Thank you for acknowledging my signing of the register of users of the travel trailer facilities on your turnpike.

"In my present capacity of Executive Director of the National Holiday Rambler Travel Trailer Club I am much on the road, but this was my first opportunity to make use of your facilities. I was most impressed and found them not only useful but well-engineered. I hope that other states will some day follow your example.

"I plan to comment on the foresight of the Ohio Turnpike Commission

in regard to these facilities in our national periodical and hope that our members all over the United States may be able to influence other areas to follow your example. The Recreational Vehicle Industry is expanding rapidly but facilities are not adequate in many areas.

"Sincerely,

/s/ Chris Moffett

"CHRIS MOFFETT  
Executive Director

CM:cb"

The Director of Information and Research said Mr. Hartford had put his mark on the turnpike in a much broader sense, of course, than represented by the trailer parks which, however, did bear his personal imprint.

The Chairman said the report of the Director of Information and Research was accepted as offered.

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

RESOLUTION NO. 17-1968

"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 June 4, 1968, 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 4, 1968 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 said the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 17-1968.

The Chairman ascertained by polling the Members that it was agreeable with them to cancel the the regular meeting for August if toward the end of July everything should be as expected.

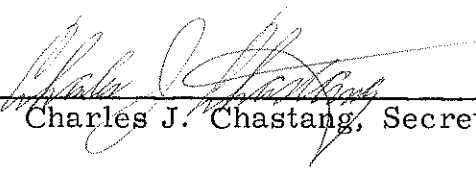
There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Redman, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:25 P. M.

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

  
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Charles J. Chastang, Secretary-Treasurer