

MINUTES OF THE TWO HUNDRED AND FORTY-SIXTH MEETING
January 5, 1971

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 January 5, 1971 with the key members of the staff; a representative, Mr. H. A. Harnden, of the Consulting Engineers; a representative, John C. Ruetty, 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. Masheter, that the minutes for the meeting of December 8, 1970 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, Masheter, Teagarden, Redman, Shocknessy.

Nays: None.

The Chairman said the minutes stood adopted with all Members voting in the affirmative. He took note of the absence of Mrs. Lenora Nelson, the secretary to the Comptroller, John Soller, because of a foot injury. He said the Commission wished her well. He said Miss Wilma Maier, the secretary to the Executive Director, Allan V. Johnson, was replacing her for the day and that Mrs. Leah Fox, who had taken the record at many Interstate Coordinators' Conferences had volunteered to serve and was present to do so.

The Chairman reported that the revenue for 1970 was approximately \$38,160,000, which was \$130,000 more than for 1969 and included a revenue for December 1970 of \$2,700,000 which was about the same for December 1969. He said that in 1970 the volume of passenger cars was substantially up and commercial traffic was down. He said the admitted economic deterioration

and the automotive strike certainly accounted for the decline in commercial revenue.

The Chairman reported also that there were four fatal accidents in December bringing the total deaths on the turnpike for the year to 24 which was the lowest of any year since 1963. He said traffic increased by 54 per cent over 1963 while fatals increased by only 50 per cent.

The Chairman reported also that he wanted to take special note of a fact of profound significance to the Commission that Mr. Masheter's term as ex officio member of the Commission was expiring. He said Mr. Masheter had served longer as Director of Highways than anyone had ever served as Director of Highways, and that he had served longer as ex officio member of the Commission than any Director had served. He said Mr. Masheter's rich experience in the highway field brought to the Commission a knowledge that it could not otherwise have acquired. The Chairman said Mr. Masheter's service with the Highway Department was about 43 years and he served under more governors than one could count. He said Mr. Masheter had had the loyalty of the Highway Department from top to bottom as no Director in his time had had. He said Mr. Masheter was the Highway Department. He said Mr. Masheter had been in the Highway Department so long, he had been so much a part of it, and the Highway Department so much embodied him that it was hard to believe that the Highway Department could survive without him but it would have to. He said that government went on and the Highway Department would survive Mr. Masheter in a large measure because of Mr. Masheter.

The Chairman said further that if Mr. Masheter were not the man he was the Highway Department might not be in as good condition as it is to survive his loss. The Chairman said the Highway Department was in a large measure the personality of the directors and Mr. Masheter had infused so much into the Highway Department of himself that the Highway Department would for many years reflect Mr. Masheter. He said Mr. Masheter might leave the Department as director but Mr. Masheter's influence would not leave the Department. He said that was good for the State and it was good for the Turnpike Commission. He said Mr. Teagarden and he particularly had served in the administrations of five governors so far and Mr. Masheter had served with every one of them, too, and with quite a number more. He said Mr. Masheter had had an exceptional experience with the Highway Department over the years, and the Commission had had an especially fine experience in those years with Mr. Masheter. He said he could speak more meaningfully on Mr. Masheter's service than almost anybody except Governor Rhodes could because he had worked with Mr. Masheter not only as the Director of Highways and as an ex officio member of the Commission but also on the Interstate Coordinators' Conference.

The Chairman said further that the years of Masheter had been great years. He said Mr. Teagarden had made a special trip back from Florida to be present just to pay his respects to Mr. Masheter. He said Mr. Teagarden had told him that "I wouldn't have come up here this time in this winter weather except I wanted to let Pearl know how much we think of him." He said that was the way all the Members and staff were. He said that something that not everyone knew as much about as he did was that Mr. Masheter, in addition to all of his qualifications as an engineer and as an executive, was a man of heroic proportions. He said he used the words advisedly. He said only a man of Mr. Masheter's heroic proportions would have looked into the face of the most virulent enemy that mankind had ever had and faced it down. He said a few years before Mr. Masheter had been terribly ill. He said Mr. Masheter was about the only one who was sure he was going to get better. He said those close to Mr. Masheter were profoundly terrified but Mr. Masheter said, "Why I'm going to lick this," and he did. The Chairman said Mr. Masheter hardly took any time off. He said he used to come into his office and work and had to lie down to get a little rest during the day. He said that, therefore, when he said all the things that he said about Mr. Masheter, as director and a State official, as engineer, as a person, he could include the statement that he was a human being of heroic proportions. He said that, speaking for Governor Rhodes and for all of those who had been associated with him, he offered Mr. Masheter their affection, their respect and their loyalty as friends for the rest of his life. He said that at the same time he asked Mr. Masheter to tell his wife, whom he had come to know over the years, of their regard and affection for her. He said Mrs. Masheter, during those tense months of Mr. Masheter's illness, was just as sturdy as she could be. He said he came to have great admiration for Mrs. Masheter and so he wanted to mention not only Mr. Masheter but also mention Mrs. Masheter as someone to be admired.

The Chairman said he just regretted that he could not do more, could not say more to let Mr. Masheter know as best he could how much his associates on the Commission appreciated their service with him and he wanted to take with him from them the certain knowledge that he had not overstated anything he had said. He said that in conclusion he wanted to present Mr. Masheter with a little scroll. He said the Commission had never presented a retiring member a scroll before. He read the scroll as follows:

"Hail and Farewell

"Pearl E. Masheter

"Director of the Department of Highways of Ohio and Member Ex Officio of the

"Ohio Turnpike Commission

"January 1963 - January 1971

"Today at the conclusion of the longest term - eight years - that anyone has served as Ex Officio Member of the Ohio Turnpike Commission your fellow Members and the Staff of the Commission tender this expression of admiration, respect and appreciation for your generous contributions to the Commission's affairs from the depths of your vast knowledge and experience, for your support at every juncture of the Commission in its constant effort to serve the travelling public in a manner reflecting credit upon the State of Ohio, and for the always pleasant and friendly association we have enjoyed with you. Upon this occasion of parting you take with you our best wishes for the maximum of success, satisfaction and happiness in all your undertakings over the years to come. Columbus, Ohio January 5, 1971"

The Chairman said the scroll was signed by the Chairman of the Commission, the Vice Chairman, the Secretary-Treasurer, by Mr. Redman, by Allan Johnson, who was brought up by Mr. Masheter in the Highway Department, by Lockwood Thompson, General Counsel, by John Soller, and by James D. Hartshorne, Deputy Executive Director, who had made a contribution to the Commission as no member of the staff, he thought, had ever made.

Mr. Masheter thanked the Chairman. He said that after such a glowing tribute he wondered whether any man could do justice to it. He said he could say that in eight years his association with each person at the meeting table had been of the highest. He said he had enjoyed it and he particularly wanted to thank Mr. Teagarden for making a trip to be present which he considered a tribute that was hard to beat - coming up to Ohio's winter climate with the nice sun in Florida. He said he wished he could have the command of the English language that Chairman Shocknessy had so that he could respond in equal fashion. He said he did not have that gift but he did from the bottom of his heart thank each and every one. He said he could only say that anything he might have done during the eight years was due to the cooperation and loyalty of the people in the Highway Department and of the Commission. He said two things he believed in were loyalty and cooperation and he had had them in both the Department and the Commission.

Mr. Teagarden said he wished he had the vocabulary that the Chairman had in order that he might express adequately his feelings toward Mr. Masheter. He said a few days earlier he had received a copy of an editorial in one of the papers over in the little town in Barnesville, Ohio titled "The Record of an Engineer's Engineer" and it set forth, in part, the accomplishments of a great man. He said the editorial referred to Mr. Masheter as the Director of Highways who had done the biggest job of road building in the history of the state and said further that no state in the nation was so far along as Ohio in completion of the Interstate Highway System. He said the editorial expressed the highest regard for a man most deserving. He said

he was referring to the editorial as though it were an expression that came directly from him.

Mr. Chastang said that when Mr. Masheter was appointed Director of Highways a close personal friend, James Watson, said the Governor surely he had gotten a good man so he knew then the Commission had a good man.

Mr. Redman said he could only say "Amen" to what each of the Members had said because to his knowledge the accomplishments of the Highway Department indicated he had done the best job that had ever been done by a director. He said he had known a few of them back over the years and he was in some position to judge, being a native of Columbus and having known several governors and having watched highway departments come and go and he could say without fear of contradiction that Mr. Masheter had done the best job.

Mr. Johnson said he had had the honor and pleasure of working either under or directly for Mr. Masheter throughout the entire length of his administration as director except for the past two months and he wanted to echo the praise given to him and to add his own by saying that he had been rewarded and enriched by his association with him and was deeply indebted to him. He said he thanked Mr. Masheter very much.

Mr. Masheter said that if he had done anything for the good of the State of Ohio it was only because Governor Rhodes had made him a most fortunate Highway Director of anyone who ever had the job because, in appointing him, the Governor said "I appointed you to do the job and I'm not going to tell you how to do it but I expect you to make the right decisions." He said that had happened for eight years so that he gave Governor Rhodes foremost credit in letting him do his best to make the Highway Department a credit to the State of Ohio.

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

The Assistant Secretary-Treasurer, John Soller, reported for the Secretary-Treasurer, Mr. Chastang, that since the last meeting the following had been sent to all Members.

1. Traffic and Revenue report for November 1970.
2. Financial Statements as of November 30, 1970.

3. Draft of the minutes of the December 8, 1970 meeting.
4. Detail of investment transactions for December 1970.
5. Report of bond purchases for 1970.

The Chairman said the report of the Secretary-Treasurer was accepted as offered. He ascertained there would be no report by the Committee on Budget and Finance. He said the report of the Committee on Service Plazas would be received.

The chairman of the Committee on Service Plazas, Mr. Teagarden, reported that during the month of December the Executive Director retained a shopper to survey each of the restaurant operations and report her findings. He said the first reports had been received and on January 4, 1971 a meeting was held between representatives of the Howard Johnson Company and the Service Plaza Committee to review the critical comments of the shopper.

Mr. Teagarden reported also that work on remodeling the rest rooms at the Commodore Perry Service Plaza was progressing so satisfactorily that it was anticipated the remodeling would be completed prior to the scheduled date of February 1, 1971.

Mr. Teagarden reported also that traffic at the service plazas over the Christmas and New Year holidays was handled well by the concessionaires. He said only a few service or housekeeping problems were spotted by members of the staff during their holiday inspections of the facilities.

Mr. Teagarden said further that he did not know of another turnpike in existence that did so much as the Ohio Turnpike did in trying to get service plaza operators to do a good job for the public but some complaints nevertheless were received. He said the Commission was continually working to offset conditions complained of and seeing to it that the public was well served.

Mr. Johnson said the Commission's patron services staff had been increased to three people for inspection purposes. Mr. Teagarden said that he had personally brought to the attention of the operators that he felt they were not giving as much attention to the service of food as they were to trying to get a remodeling program done and he had asked them to give more attention to rendering better service in the serving of food because that was the primary job.

The Chairman said the report of the Committee on Service Plazas was accepted as offered. He ascertained there would be no report by the Committee on Employee Relations. He said the report of the Committee on Safety would be received.

The chairman of the Committee on Safety, Mr. Johnson, reported that in addition to the two December 1970 fatal accidents reported at the meeting in December, there had since been two more accidents that month.

Mr. Johnson said that on December 25 at about 4:15 P.M. a car traveling westbound downgrade at Milepost 124 went off the turnpike into the right ditch and after going 700 feet with no apparent attempt by the driver to slow down the car went airborne and completely cleared State Route 61 and struck the slope on the opposite side - a distance of almost 100 feet. He said the driver, a 68 year old man, was killed and three passengers were injured. He said the Huron County Coroner stated that the driver had been drinking and that a relative of the adult passenger stated the driver had had almost no sleep for two days.

Mr. Johnson said further that on December 26 at about 7:20 A.M. a Volkswagon van eastbound at Milepost 63 went out of control, struck some guard rail, spun around, turned over and threw the driver out of the vehicle. He said the driver died on January 2, 1971 as a result of injuries. He said that at the time of the accident weather was clear and pavement dry. He said it was felt that the driver may have fallen asleep.

Mr. Johnson reported also for the Committee that as a result of discussions during 1970 with representatives of non-union and union employees it was agreed that two safety committees would be appointed - one for maintenance and one for toll collection - with members, to be appointed by the Executive Director, representing the supervisory staff and nonsupervisory employees, the latter to include agreed numbers of union and non-union employees. He said he had appointed the members of the committees the previous day. He said the membership of the committees would be announced to the Committee on Employee Relations and to the employees of the Commission.

In response to a question by Mr. Chastang as to what might be done in the way of signs to prevent travelers from proceeding in the wrong direction on the turnpike's directional roadways, the Executive Director said the staff should take a look at experience with that kind of occurrence on the turnpike to see if there might be selected spots where appropriate signs could be erected.

The Chairman requested that the Executive Director observe the experiment to be conducted by the Department of Highways involving the installations of telephones on either side of Interstate Route 75 as a means of assisting the occupants of disabled vehicles to obtain assistance. Mr. Johnson said he would do so and also would observe what happened with a surveillance system to be installed along Interstate Route 71 in the City of Cleveland.

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 Humm Road Hill widening project construction was about 10 per cent complete and was on schedule. The Executive Director reported also that late in January the Commission would open bids on the resurfacing program for 1971 for the mainline projects. He said that in that connection it would be necessary to be cautious during 1971 on the use of the maintenance reserve fund and especially to avoid exceeding inadvertently any of the fund items involving resurfacing projects. He said that, accordingly, he had asked the Consulting Engineers and the Commission's staff to work with him on getting good estimates and making sure that bids were not awarded which would commit the Commission beyond its budget for projects during 1971.

The Chairman ascertained from the Executive Director that he had not received a reply to a letter he had written to the Consulting Engineers under date of December 17, 1970 concerning the reserve maintenance fund estimates. The Chairman said he thought that was bad treatment. He said the letter should have been handled before then. He said that he thought that when the Executive Director of the turnpike addressed the head of the J. E. Greiner Company he ought to get better attention than that. He asked Mr. Harnden to advise his company that he had said so.

In response to a question by Mr. Chastang, the Executive Director said that actual expenditures on the resurfacing projects for 1969 exceeded the estimate by two million dollars and the same thing occurred in 1970, so that for two years the Commission exceeded the original estimates on its resurfacing projects alone by four million dollars. He said it had been possible to absorb the excess during those two years because there had been some surpluses from previous years. Mr. Chastang asked whether the experience was one to be expected and whether there was something wrong with the Commission's estimates. Mr. Masheter said that probably the inflationary spiral was proceeding faster than estimators realized. He said the Highway Department had cautioned its estimators to be on the look-

out for that but that once in awhile the Department ran into the same problem. Mr. Harnden said he agreed that the spiralling costs were going faster than one could keep up with. He said there had also been increased work on the projects in the field. He said some of the re-surfacing contracts had run over the quantity which had been anticipated due to field changes, which had increased the cost. Mr. Harnden said further that for 1971 there were a lot of items that the Consulting Engineers considered but did not include in the deposit they recommended be made to the reserve maintenance fund. He said some of those things were going to have to be deferred until a later year because the deposit recommended was about a million dollars short to cover all the items which were considered. Mr. Johnson said that was what he had asked - that the Commission be in a position continually during the year to re-evaluate the program so that the fund did not become over-committed.

The Executive Director reported also that at the last meeting the Commission asked him to look into the situation concerning the use of low-lead or no-lead gasoline throughout the Commission's operation. He said that just prior to that meeting bids had been taken on fuel for use in the Commission's trucks and other equipment for 1971. He said it turned out that the contract had to be awarded on the basis of other than a low-lead fuel because the equipment currently could not accept the lower-lead products. He said that in the future the Commission would specify that any new equipment purchased be adaptable or able to use the low-lead products. He said that the bids taken on automobiles for Commission staff use specified that they be able to use the low-lead fuel and it would be used.

The Executive Director said further that since the last meeting, meetings had been held with all four of the gasoline oil companies who served the turnpike travelers and it had been learned from them that all four either already had or would have, possibly by no later than March 1971, either a no-lead or a low-lead product available to the motoring public. He said that the Commission would look in every area where it could help to join in the anti-pollution effort.

The Chairman asked the Executive Director to ascertain from the Commission's correspondence files the nature of the arrangement between the Commission and the Department of Highways for the inspection of bridges along the Ohio Turnpike.

The Chairman said that in the absence of further questions the report of the Executive Director would be 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, Judge Lockwood Thompson, reported that the Legal Department yielded to no one in its admiration for Mr. Masheter. He said the Department fortunately had had more occasion to work with him than with any other highway director because of the length of service he had had and the members of the Legal Department were very, very sorry to see him leave and wished him the greatest of health for years and years and years.

The General Counsel reported that with respect to the question Mr. Chastang raised at the last meeting concerning liability insurance coverage for people driving Commission vehicles or driving their own cars while working for the Commission, if a turnpike employee were in a turnpike vehicle, there was complete coverage whether the vehicle was moving on the turnpike or off the turnpike. He said the individual employee who might have been issued a pass authorizing him to use the turnpike without charge in driving to and from his turnpike job in his personal passenger car was not covered under the Commission's insurance policy although the Commission was covered in such instances.

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

The Director of Information and Research, Mr. Hartshorne, reported that Sergeant J. B. Patterson of District 10 of the Ohio State Highway Patrol had prepared a written 15-page report plus exhibits which detailed his investigation to determine the identity of the two people who died in a truck accident on the turnpike early in December and of whom identification was very, very difficult. He said the report read without dramatics almost like a detective story, in detailing the frequent telephone conversations had with such diverse people as the driver's employers in New Jersey, truckstop people in New Jersey, a dentist in Detroit, and girl friends of the deceased in various cities before the identities could be established. The Director of Information and Research said that as a former reporter he had great admiration for the quality of investigative work done by Sergeant Patterson.

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

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

RESOLUTION NO. 1-1971

"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 8, 1970, 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 8, 1970 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, Redman, Chastang, Masheter, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 1-1971.

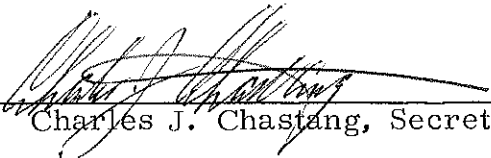
There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Redman, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:34 P. M.

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



Charles J. Chastang, Secretary-Treasurer