

MINUTES OF THE TWO HUNDRED AND SIXTY-EIGHTH MEETING
April 17, 1973

Pursuant to bylaws the Ohio Turnpike Commission met in regular session in the conference room of the Ohio Department of Transportation building at 139 East Gay Street in Columbus, Ohio at 11:10 a.m. on April 17, 1973 with key members of the staff; a representative, Harvey A. Harnden, of the Consulting Engineers; a representative, P. Joseph Sesler, of the Trustee, members of the press and others in attendance.

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

Present: Teagarden, Chastang, Anderson, Richley, Shocknessy.

Absent: None.

The Chairman announced that a quorum was present.

The Chairman said the minutes for the meeting of March 6, 1973 had been submitted to the members and corrected accordingly. He said he had telephoned the Governor's office and had spoken to John E. Hansan, Chief of Staff in the Governor's office about the minutes and that Mr. Hansan had told him that if the Chairman thought they were all right the Governor would not need to see them before they were made part of the record.

A motion was made by Mr. Anderson, seconded by Mr. Teagarden, that the minutes for the meeting of March 6, 1973 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: Anderson, Teagarden, Richley, Chastang, Shocknessy.

Nays: None.

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

The Chairman reported that the day before the meeting was the tenth anniversary of the meeting of the Ohio Turnpike Commission in Berea when the so-called I-71 Expediting Force was established by and between the Commission and the then Department of Highways. The Chairman reported that

those present at that meeting were: Governor James A. Rhodes; Attorney General William B. Saxbe; E. J. Donnelly of the Consulting Engineers; P. E. Masheter, Director of Highways; Mrs. Russel Lucas of the Office of the Auditor of State; Cuyahoga County Commissioner William P. Day; Cuyahoga County Engineer Albert S. Porter; City Engineer of the City of Cleveland, Jay Katz; Mayor James W. Day of Parma, a member of the Executive Committee of Cuyahoga County Mayors and City Managers Association; Maj. Gen. Robt. S. Beightler, U.S.A. (Ret.); Assistant Attorney General Bernard T. Chupka; Director of the Office of Right-of-Way and Location, U. S. Bureau of Public Roads, Edgar H. Swick; Chief of the Interstate Highway Division, U. S. Bureau of Public Roads, Martin F. Maloney; Regional Engineer at Hagerstown, Maryland, U. S. Bureau of Public Roads, August H. Schofer; Division Engineer for Ohio, U. S. Bureau of Public Roads, Robert S. Johnson; Chief Engineer, Ohio Department of Highways, C. H. Makeever; Engineer Specialist, Ohio Department of Highways, T. J. Kauer; Chief Engineer; Right-of-Way, Ohio Department of Highways, Howard Bovard; Urban Engineer, Ohio Department of Highways, Warren J. Cremean; and the Division Engineer, Division 12, Ohio Department of Highways, Charles M. Yurick; and others.

The Chairman showed a picture taken at the 1963 meeting and said the future Executive Director of the Ohio Turnpike, Allan V. Johnson, had attended the meeting with Mr. Yurick and he believed that was the first time that either he or Governor Rhodes had met Mr. Johnson. The Chairman said two Members of the present Ohio Turnpike Commission, Mr. Chastang and Mr. Teagarden, had been on the Commission at that time and had been present at the meeting. The Chairman said Melvin Rackoff of Rackoff Associates had also been present and among those present were representatives from The Cleveland Press, The Akron Beacon Journal, The Berea News, radio stations WHK and WGAR and WHKA which had also sent a television crew.

The Chairman said the expediting group which was later to be known as the Interstate Coordinators' Conference had terminated its work on October 26, 1970 after 7-1/2 years with a final report written by Allan V. Johnson. He said J. Phillip Richley, now Director of Transportation, had attended several meetings of the Interstate Coordinators' Conference.

The Chairman said the then Governor of Ohio, James A. Rhodes, had asked the Turnpike Commission to lend him its assistance and the day of that first meeting probably was the first time the then Governor of Ohio and he had exchanged pleasantries since 1954 when Mr. Rhodes had run for Governor against Frank J. Lausche. The Chairman said Mr. Rhodes, who was then Auditor of State, got mixed up that year about whom he was running against. Mr. Chastang said that he had seen Mr. Rhodes at the airport in Youngstown immediately after the election and Rhodes had said "Gee whiz, Charlie, that guy Shocknessy." The Chairman said the late Richard Maher had been at a meeting with Mr. Rhodes and that Mr. Maher had reported that Mr. Rhodes

had said that he was getting along fine, was doing all right until he had gotten mixed up with Shocknessy and then the roof had fallen in on him.

The Chairman said that April 16, 1963 was certainly the first time that he and Governor Rhodes had ever appeared together publicly. He said Governor Rhodes had called him on the telephone in February or March of that year and asked him to give him some help with the construction of Interstate Route 71. The Chairman said he had said he would because no Governor of Ohio had ever asked him for a favor of any kind or for any help that he had not tried to give whether he was capable of doing it or not. The Chairman said that at that time the Cleveland newspapers were not publishing because of a strike and that he had told the Governor he would not attempt to help until the newspaper strike was over but that he would do it then and he would let the world know it was being done.

The Chairman reported also that the question of the date of the next meeting of the Ohio Turnpike Commission had been discussed before Mr. Richley had appeared and that the Members had agreed that the next meeting need not be held on May 1, which would be the first Tuesday in May, and if it were agreeable with Mr. Richley and everyone else the May meeting would be dispensed with and the Commission would meet again on June 5, the next regular meeting date, subject to call of a special meeting by the Chairman in the event of any emergency.

The Chairman said he would ask Mr. Johnson to mention some of the accomplishments of the I-71 Expediting Group and the Interstate Coordinators' Conference.

The Chairman said he always congratulated Mr. Richley about something or other at the Turnpike meetings and he wished to congratulate him on the publicity he had gotten on the metric system. He said nobody had ever gotten more mileage on the metric system than Mr. Richley did with a few signs. Mr. Richley said the publicity had been international and he had even had the privilege of testifying before a subcommittee of the United States House of Representatives. The Chairman said he had read about it and the members of the subcommittee had stood up and congratulated Mr. Richley. Mr. Richley said his delegation had been very well received. Mr. Richley said there would be more publicity on the subject of the metric system. Mr. Chastang said he had read that someone at General Motors Corporation had suggested that a whole division of the Corporation be changed to the metric system.

The Chairman reported he had received a copy of the report about the Transportation Research Center and he had asked the Director of Transportation to send him a copy of the Battelle report on the Transportation Research Center. He said with all due respect to Battelle he thought that it would have been possible to produce that report in one afternoon. He asked Mr. Richley

whether he was on the Transportation Research Center Commission. Mr. Richley said he was and the Chairman said Mr. Richley could have written the report in two hours. Mr. Richley said the report the Chairman had seen was a summary of the first draft of the report and that he was certain that the next report would be much more voluminous and much more detailed. The Chairman said that voluminous was not necessarily a virtue but he had read the report and filed it and he planned to do some work on it himself.

The Chairman reported also that the revenue for the month of March was \$3,322,903, which was a 12-1/2 per cent increase over March, 1972. The Chairman said the March, 1973 figure was a new record and was the first time that March revenues had exceeded \$3,000,000. He said there were eleven days during the month when toll collections had exceeded \$100,000. He said the previous daily record for commercial tolls of \$69,829, set on December 14, 1972, had been broken five times during March and that the new record of \$74,015 was set on March 28. He said that toll revenue from truck traffic during the month was \$1,702,000 and that was a new all time record for any month.

The Chairman reported also that the Commission had received a request from the chairman of the Pennsylvania Turnpike Commission for cooperation on an amendment to a Bill (SB 3939) that had been introduced in the Congress. The Chairman said the Commission had written for a copy of the amendment. He said the proposed legislation would require the United States Government to give funds to certain toll roads. He said he did not know what was meant by "certain" but he had consulted with the Director of Transportation, Mr. Richley, who had been doing some work on it and he, the Chairman, had advised the chairman of the Pennsylvania Turnpike Commission that the Ohio Turnpike Commission would attend a meeting on the matter but he felt the Commission could not do anything more than show good will. He said there was no doubt that toll roads that carried Interstate traffic were entitled to support just as much as any other part of the Interstate Highway system was. He said that he assumed it was agreeable with everybody on the Commission to cooperate. He said the Pennsylvania Turnpike Commission had been so advised but so far there had been no reply from the letter to the Pennsylvania Turnpike Commission. The Director of Transportation said the whole thing was an exercise in futility, that the Senate bill had already been approved without the amendment. The Chairman said he agreed with Mr. Richley. He said the only thing he was concerned about was that if the Commission had done nothing it would have been interpreted as a lack of interest so he felt something had to be done. Mr. Richley said the bill was in the Senate-House conference committee and that the House was expected to vote on the final version on April 19.

The Chairman said he had seen an article in the Wall Street Journal to the effect that when the bill came to the floor the special provision regarding turnpikes would be offered. He said he had read that the committee had not

recommended the amendment. The Director of Transportation said the Chairman's information was correct but that the committee had recommended a mass transit program from general revenues. He said he had already said everything he needed to say about the use of the gasoline tax for mass transit. He said he did not consider gasoline tax to be sacrosanct and he never had considered it a trust. He said it had been called a trust but it was really just a tax which suited people to call a trust in order to make its so-called invasion less justifiable. He said he did not consider the tax was a trust or that using it was truly an invasion of a trust. He said that as a member of the Constitutional Revision Commission he had received lots of letters telling him why the gasoline tax should be mentioned in the Constitution and earmarked in the Constitution for highways. The Chairman said that he was of the opinion that nothing belonged in the Constitution that could be properly handled by the General Assembly from time to time. He said there was nothing in the gasoline tax matter that justified freezing it in the Constitution.

The Chairman said that Colonel Robert M. Chiaramonte had testified against any increase in truck speed limits and he had great respect for Col. Chiaramonte's judgment and expertise. He said he was not unimpressed with the argument that had been made that the difference between 55 miles an hour and 70 miles an hour was a great deal. He said that he knew that the 55 mile an hour speed limit for commercial vehicles was hardly even honored in the breach. He said it was almost usual for truckers to drive over the limit and that he was not all sure but that 60 miles an hour might be reasonable. He said he knew that Col. Chiaramonte's own enforcement officers had a difficult time trying to keep trucks to the 55 mile an hour limit and he had found throughout his own life that an unrealistic limitation on anything, liquor or speed, was not likely to be enforceable.

Mr. Chastang agreed the speed limit was more honored in the breach than in the observance. He said if the trucks were allowed 65 miles an hour or 70 miles an hour they would then take an extra five miles. The Chairman said the difference between 55 miles an hour and 70 miles an hour does have some impact. He said he was not taking a position one way or the other because, when the Commission was having its trouble during the past summer it did not get any special aid from the truckers, so the world could be sure that he was not repaying any favors. He said that when he said that he was also mentioning that there were arguments that could be made, and whatever the General Assembly did, the Commission could live with. He said he just wished truck speeds could be confined to a limitation that the Commission could live with better. He said he was against allowing a 65 mile an hour speed for trucks because he had seen indications that a truck travelling 65 miles an hour had great trouble in stopping probably almost a geometrically increased difficulty in stopping as speeds went up. He said a 60 mile an hour limit might be reasonable.

Mr. Richley said that force was equal to mass times the velocity squared. The Executive Director said that meant the difficulty in stopping increased geometrically with speed and in this case increased directly with the square of the speed.

Mr. Teagarden said his cannery had a large number of trucks and the cannery truck operators were given instructions that they should not exceed the 55 mile an hour speed limit and he believed they did not do so. The Chairman said he did not know but he felt that every truck owner gave the same instructions. He said he did not outright offer a 60 mile an hour speed limit but he certainly would oppose 65. He said that if it were 65 miles an hour there would be no distinction between commercial vehicles and passenger vehicles.

Mr. Anderson said controls could be placed on trucks that would limit the speed to 55 miles an hour so there was no reason for any truck to exceed 55 miles an hour.

The Chairman said there were times without number that he found commercial vehicles passing him, even when the passenger car in which he was riding was travelling at 65 to 70 miles an hour. He said he wanted to make it plain that the Commission had the same concerns about legislation affecting highways that the Department of Transportation had.

The Chairman said the Cleveland Automobile Club had stopped bonding drunken drivers and that was a step in the right direction. He said that another subject the Commission was interested in was rest facilities. He said that as long as patrons had to pay toll to use the highway there would be no tolls in the toilets. He said he had fought pay toilets from the beginning and the Commission always agreed that people should not be required to pay for the use of toilets in the Commission's rest facilities.

The Chairman reported also that the Executive Director would mention resurfacing on the mainline and the number of deaths in traffic accidents during the month of March. He said there were three deaths during the month, making a total of five in 1973 and that on the same date in 1972 there had been six fatal accidents. The Chairman said that the Executive Director would report on the toll audit contract and on the study by the J. E. Greiner Company of future facilities on the Turnpike.

The Chairman said there was no reason why mass transit systems in the big cities could not be coordinated with the use of highways. Mr. Anderson said that he had been chairman of the Transportation Committee of the Development Committee of Greater Columbus. He said the creation of the Department of Transportation and the appointment of Mr. Richley to coordinate various offices having to do with transportation was a big move. He said a great deal remained to be done but the rest of it could be done.

The Chairman asked Mr. Richley whether the Department of Aviation had been placed under the Department of Transportation. Mr. Richley said that the enabling legislation had been passed by the Senate and the House of Representatives of the General Assembly would soon conduct hearings on the bill. The Chairman said that what had happened thus far in the consolidation of transportation was progress because in March of 1972 the Director of Highways was competitive in some respects with some of the agencies which he now supervised and which he must keep in balance. He said in his position of Director of Transportation, Mr. Richley was in the position of balancing needs and not on any basis of pride of authorship in the agency itself. He said that removing the competitive aspect from transportation administration was beneficial. He said that what he said was not to be interpreted as a suggestion that the Turnpike Commission should be turned over to the Department of Transportation, however. He said that the Transportation Department was served in that respect by the fact that the Director of Transportation was a member of the Commission.

The Chairman said, in the absence of any 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, Allan V. Johnson, reported for the Secretary-Treasurer, Mr. Chastang, that since the last meeting the following had been sent to all Members:

1. Traffic and Revenue Reports for both February and March 1973.
2. The Financial Statements as of February 28 and March 31, 1973.
3. Draft of the minutes of the March 6, 1973 meeting of the Commission.
4. Detail of investment transactions which took place in March, 1973.

The Chairman said the report of the Secretary-Treasurer was accepted as offered. He ascertained there would be no report from 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 for the twelve months ending March 31, 1973, the receipts at service stations and restaurants amounted to \$5,500,000. He said that service stations showed an increase of \$112,000 in the 12 months ending March 31, 1973 over the same figure for the previous 12 months. He said that the increase in the restaurants had been \$20,000. He said that in the month of March the service stations showed an increase of \$14,000 in receipts and the restaurants showed an increase of \$5,500.

Mr. Teagarden reported also that on March 26 increases in restaurant prices amounting to approximately 5% had gone into effect. He said the increases had been authorized after the restaurants had requested an increase and had made their case. He said every Member had received a copy of the report on the increases.

The Chairman said that the increases authorized were well justified. He said all one had to do was read the daily papers to know that the restaurateurs had the same problem with food prices that private persons did. Mr. Teagarden said that if anyone felt that the prices charged were high they would find that the prices charged on the Turnpike were no higher than those charged off the Turnpike and in most cases they were less on the Turnpike.

The Chairman said 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 the Committee had several meetings scheduled for May, including meetings with employee representatives to discuss changes in the Employee Manual.

Mr. Richley said a bill to provide collective bargaining for governmental employees had been introduced in the Senate of the Ohio General Assembly and that its number was SB222. He said he was not sure that the Bill would have any effect on the Commission's employees but it might be wise for the Commission's legal counsel to read it.

The Chairman said he had told Frank King, chairman of the Ohio AFL-CIO, and others over the years that the matter of collective bargaining by public employees should be made the subject of legislation. He said that if it were, the unauthorized bargaining the State was doing in some of its institutions would end. He said that under current law there was no authority for public bodies to enter into collective bargaining negotiations and that the Ohio Turnpike Commission had consulted and conferred with representatives of employees but had never entered into collective bargaining agreements such as some of the State agencies had entered into. He said that such agreements were illegal but he had no objection to legislation authorizing collective bargaining by public employees. He said he would be glad to look at that bill and would certainly be interested in it because if such legislation existed men like Mr. Teagarden, chairman, and Mr. Anderson, vice chairman of the Committee on Employee Relations, would have their hands strengthened when they entered into conferences under properly enacted legislation.

Mr. Teagarden said he would like William C. Hartman of Squire, Sanders & Dempsey, the labor counsel to the Commission, to follow up on the legisla-

tion by studying a copy of the bill and advising the Commission on the legislation.

The Chairman thanked Mr. Richley for calling the Commission's attention to the bill. The Chairman said the report of the Committee on Employee Relations was accepted as offered. He said the report of the Director of Transportation then would be received.

Mr. Richley said he would like to know whether there had been any response to the March 23 letter that was written to the chairman of the Pennsylvania Turnpike Commission. The Executive Director said there had been no formal response but there had been conversation with the General Counsel of the Pennsylvania Turnpike, John R. Rezzolla, and he had been requested to furnish a copy of Senate Bill 3266 and the proposed amendment. The Executive Director said that the Assistant General Counsel of the Ohio Turnpike, Francis K. Cole, had talked to Mr. Rezzolla and found that no date had been set for the meeting in which the Pennsylvania Turnpike Commission wanted the Ohio Turnpike Commission to participate. The Assistant General Counsel said that the Pennsylvania Turnpike Commission was transferring its support from SB 3266 to another bill, SB 502 which had already passed the Senate.

The Chairman said there was not much to hold a meeting about in that case. Mr. Richley said as he had said earlier that he thought it was too late to do anything about the matter. The Chairman said the only interest he had in the bill was that he did not want the Pennsylvania Turnpike Commission to say that the Ohio Turnpike Commission was not interested in the problem. He said the Commission was interested but he had never considered it would be the Commission's duty to lobby in the Congress of the United States. Mr. Richley said that whether it was called lobbying or not, he felt the Commission had an interest in the future of the financing of the Turnpike because the Interstate Highway System was on the Ohio Turnpike and by the fact that the Turnpike was being used by the Interstate Highway System and would eventually be turned over to the public. The Chairman said he agreed entirely that the Commission was interested and that if the Commission were invited to testify he would be in favor of doing so.

Mr. Richley suggested that the Commission make an inventory of those states that had toll facilities on Interstate highways and learn from the turnpike authorities what their activities had been in the area of future legislation and perhaps join them together in a loose association to learn. The Chairman said he thought that was what the Pennsylvania people were suggesting. Mr. Richley said the Pennsylvania Turnpike Commission had a specific amendment for the bill but that it was too late. He said he was talking about the future when the situation really would be handled in the next highway act. He said it was too late for the one presently before Congress.

Mr. Cole said the Ohio Turnpike might comment appropriately if it found some quirk that was possibly detrimental. The Executive Director said that such a quirk had been found. He said the amendment language the Pennsylvania Turnpike submitted to the Ohio Turnpike Commission mentioned toll roads constructed prior to 1960 and designated part of the Interstate System before January 1, 1960. He said that would be fine for most of the Ohio Turnpike except the mid-section between Exits 9 and 13 was not part of the Interstate until 1970. He said Mr. Cole had mentioned this to Mr. Rezzolla and that Mr. Rezzolla saw no problem about changing the phrase to say "constructed". The Chairman said the bill should not refer to any time because there was no magic in 1960. Mr. Richley said that any turnpike mileage was going to be on a permanent Interstate System so that it did not matter when the turnpike was built. The Chairman said the time of building was irrelevant. He said all that was needed was to strike the date from the language.

The Chairman said the facilities being considered in the Greiner study were the kind of thing that would be supported by the proposed financing and he could not think of any toll road that had a higher percentage of Interstate highway on it than the Ohio Turnpike.

Mr. Richley said that the present bill and some other versions of the 1973 Highway Act, which were not passed, contained some references made to one or two states in which toll facilities would have become free by July 1, 1976. The Executive Director said that the language probably referred to Maryland. Mr. Richley said that whatever the state was, it had done some lobbying and got its specific cutoff date in the bill. He said he would not like to see that happen again. The Chairman said that he did not go along with lobbying. Mr. Richley said he looked at it differently. The Chairman said that what he called lobbying was sending somebody up to Washington to haunt the halls and that was not the way he would go about it. Mr. Richley agreed. The Chairman said that what he had in mind was always to advise somebody what the point of view of the Ohio Turnpike Commission was. He said it was just that simple. Mr. Richley said the point he was making was that other states had managed to get substance into the Highway Act referring to themselves with amendments tailored to fit their particular conditions. He said he thought that was tragic; any legislation should be such that it included all communities. The Chairman said the arrangements to furnish money for construction of more lanes for the West Virginia Turnpike was a case in point. The specifications had been so drawn that there was no way in which anyone except West Virginia would benefit. Mr. Richley agreed.

Mr. Richley said he wished to re-emphasize that that activity and the facility study that the Consulting Engineers were conducting were parallel activities and that both should be pursued. He said the Ohio Turnpike Commission should be in touch with turnpikes in other states or at least take inventory to see what other states were in the same general position as the

Ohio Turnpike.

The Chairman asked Mr. Richley if he belonged to the American Association of State Highway Officials and whether that Association did such things. Mr. Richley said that the Association did not do so with toll facilities even though there were some toll members in the group. He said it was time to work in the direction of the next highway act because the current one was a three-year act and that the Ohio Turnpike Commission should be ready for the next highway bill. The Chairman said he had agreed from the beginning that the Ohio Turnpike Commission had to be cooperative and even more if Mr. Richley felt that perhaps the Commission should go further than being merely cooperative. Mr. Richley said he felt the Commission should be aggressive.

Mr. Richley said that in the clippings that had been sent from the Berea office he had received a copy of the demonstration he had made regarding impact attenuators. The Chairman said that was true and he wanted to hear about it. Mr. Richley said he had worn a seat belt and a shoulder harness and felt no ill effect when he struck an impact attenuator at 30 miles an hour. He said the attenuator reduced the speed of the vehicle from 30 miles an hour to 0 miles an hour in a distance of about 10 feet. He said it worked beautifully and did an excellent job. He said there were currently 43 such attenuators being installed on Ohio highways, and that about half of them were completed.

Mr. Richley said they were especially useful at the gores of off-ramps that fell on a structure. He said attenuators were not used at bridge abutments or bridge piers because they were protected by guardrails. He said at the gores of ramps where the off-ramp coincided with a structure, a parapet wall was required and the parapet wall was exposed. He said such a place was perfect for the attenuator.

Mr. Chastang asked if the attenuators were on an experimental basis. Mr. Richley said there were three different kinds and the kind referred to in the clipping happened to be one particular kind and that it had proven its worth. He said he had started the program in the summer of 1972 with the full cooperation of the Federal Government which was furnishing 90% of the cost in upgrading money.

Mr. Richley said the type he had tested could be repaired within two hours after impact by pulling two cables back into position and refilling the cells with water and an appropriate amount of salt. He said the cells contained water with sodium chloride added to prevent freezing and that the hydrocells had a higher initial cost than the other types. Mr. Richley said the hydrocells were virtually 100% salvageable. He said another type consisted of drums filled with sand and some cushioning material. He said they were cheaper in

initial cost but much more expensive to replace than the water filled variety because they had to be removed and then replaced. He said he had not yet hit any of those but he hoped to in the future. He said they were very, very effective and that in Toledo there was one of the water filled type installed that had been struck eight times without a police report since it was installed in October, 1972. Mr. Teagarden asked which road they were installed on. Mr. Richley said they were on I-75. Mr. Richley said the water filled type was similar to water filled automobile bumpers.

The Chairman said that the attenuators were something for the Consulting Engineers to investigate and find out if the use of attenuators might be desirable on the Ohio Turnpike. Mr. Anderson asked Mr. Richley when he would report on all the types the State was installing. Mr. Richley said that he would have more detailed information at the next meeting. He said that the film made of the vehicle striking the attenuator was very dramatic because a splash of water went up about 15 to 20 feet when the assembly was hit. He said that when testing the attenuator he always wore a seat belt, a shoulder harness and a hard hat and that the first time he struck one he was driving at 20 miles an hour and the next time at 30 and that he hoped to be driving 35 miles an hour the next time he ran into one.

The Chairman thanked the Director of Transportation for the report and it was accepted as offered. He said the report of the Committee on Safety then would be received.

The chairman of the Committee on Safety, Mr. Johnson, said that there had been three deaths in traffic since the March meeting. He said two of the involved victims were thrown from their vehicles and that safety belts were not in use in any of the three accidents. He said he was an advocate of wearing safety belts, but that he was a personal advocate of their voluntary use. He said there had been recent publicity about Australia's experience with mandatory safety belt requirements. The Chairman said he had seen an editorial opposing mandatory seat belt laws and he felt that was the sort of thing he could not support.

Mr. Johnson said it had been reported that in Australia's first year of mandatory safety belt requirements, the authorities there said they were getting 70 to 90% compliance. He said that in that first year Australia had experienced a 20% decrease in highway traffic deaths. He said from the statistics he saw about the Turnpike and the relatively high number of people thrown out of vehicles, there was no doubt in his mind that if people were confined to the vehicles, they would have a much better chance of survival.

Mr. Johnson said that one of the problems of safety belts at the present was their discomfort and that he personally found them a problem at toll booths because he had to release the restraints in order to roll down the window of

the car and then put the belts back on.

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

The Executive Director reported he had been asked to cover some of the highlights of the building of I-71 and the Interstate Coordinators' Conference. He said that at the special meeting of the Ohio Turnpike Commission held at Berea on April 16, 1963, to which the Chairman had already referred, the Governor and the Chairman had requested the cooperation of various affected agencies and officials to undertake an effort to accelerate the completion of I-71 in Ohio. A similar meeting was held in Cincinnati on April 26, 1963, and beginning on May 13, 1963, weekly meetings of the I-71 Expediting Group were held at the Department of Highways Building at 139 East Gay Street, Columbus. The Executive Director said at the time the conference was organized 85 miles of I-71 between Columbus and Cincinnati and 33 miles between Medina County and downtown Cleveland were either under construction or had not been planned. He said the section between Columbus and Cincinnati was under construction so the group's effort was first directed to assure its completion at the earliest possible time. The goal was more than met when, on November 19, 1964, almost a year ahead of schedule, 80 miles of I-71 were opened to traffic, the longest single stretch of highway ever opened on a single day in Ohio with the exception of the Ohio Turnpike. The opening was celebrated in Cincinnati that day at a luncheon sponsored by the Cincinnati Automobile Club and the Cincinnati Chamber of Commerce, with Governor Rhodes in attendance and Mayor Walton H. Bachrach of Cincinnati as master of ceremonies. Others at the luncheon included W. E. Reed of the U. S. Bureau of Public Roads and Rex M. Whitton, Federal Highway Administrator, and many Cincinnati officials and business leaders.

The Executive Director said that 11 miles of I-71 were under construction in Medina County in April, 1963. He said the rest of the section, which was in Cuyahoga County, was in various stages of design. He said the center line for the portion within the city of Cleveland had not been established. An intense effort by the coordinators' group with the assistance of affected governmental agencies, consulting engineers and other private companies led to the completion of design, purchase of right of way, demolition of buildings to clear the right of way and the letting of about 20 separate construction contracts by mid-1965. The goal was to move traffic to downtown Cleveland by the end of the construction season of 1966. Unforeseen construction problems on the most complex projects, especially at the I-71/Jennings Freeway interchange (Project 79) prevented the goal being reached. However, I-71 was opened in stages as sections became available, as follows:

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| 1. From SR 18 in Medina County to SR 303 | November 14, 1964 |
| 2. From SR 303 to SR 82 | July 1, 1965 |
| 3. From SR 82 to Bellaire Road (Cleveland-Linndale) | November 9, 1966 |
| 4. From Bellaire Road to West 25th St. (Cleveland) | October 6, 1967 |
| 5. From West 25th St. to I-90 | February 16, 1968 |

The Executive Director said the I-71 projects produced several interesting and important side benefits. In Cleveland the work led to the extension of the Rapid Transit line to Cleveland Airport because of the need to accommodate the Rapid Transit line in the design of I-71. He said that a vast number of fossils were retrieved from shale excavated on the projects. The fossil retrieval was financed, he said, by a special federally-funded program and the actual retrieval was done by the Cleveland Museum of Natural History, and the thousands of specimens obtained gave the Museum one of the world's finest collections of Devonian Age fossils.

In Cincinnati an air rights agreement, one of the first in the United States on an Interstate highway, provided for the construction of a tunnel section of the highway with a private building built over the tunnel and for the restoration of a small park that otherwise would have been destroyed.

Over the years the responsibilities of the group were expanded and the name was changed from the I-71 Expediting Group to the Interstate Coordinators' Conference. The added responsibilities were:

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| 1. Interstate System in Cuyahoga County | October, 1966 |
| 2. 14 urban area transportation studies | October, 1967 |
| 3. All interstate routes in Hamilton County | January, 1968 |
| 4. C & O Bridge (Rt. 25) over the Ohio River
in Cincinnati | November, 1969 |

The Executive Director said the last regular meeting of the group was held on September 21, 1970 and the last special meeting on October 26, 1970. He said 290 regular meetings and numerous special meetings of the group had been held. He said one of the last efforts of the Conference was an attempt to clear the obstacles on I-480 north of Cleveland Hopkins International Airport in order to put the interchange with I-71 under construction and thereby provide more direct ground transportation access to the Airport. A consent ordinance was passed by Cleveland in September, 1970, after years of delay, and it was hoped that the project could be let early in 1971. He said that unfortunately the delay continued and the project was finally put under construction in 1972 and was still under construction. He said another of the group's final efforts was an attempt to get a system of traffic surveillance and controls approved for I-71 in Cleveland. He said consultant proposals for such a system had been submitted in late 1970 and were being reviewed within the Highway Department. He said all the other areas of activity, accomplish-

ments and problems addressed by the Interstate Coordinators' Conference were too numerous to list but it was accurate to say that some of the problems still persisted. Among them, he said, were the sections of I-90, I-77, I-480 and I-290 which had not yet been placed under construction in Cuyahoga County. The Executive Director said it appeared that an alternate solution might be imminent for the I-290 Clark Freeway impasse. He said the urban transportation studies continued to be plagued by neverending changes in Federal guidelines, a situation which led the Interstate Coordinators' Conference to say in April 1970 that the group was unable to provide any meaningful service to the agencies concerned.

The Chairman directed the Executive Director to furnish the Director of Transportation with all the information in his report about the ICC and to bring it up to date with whatever was known about what had happened after October 1970. The Chairman said he would like the other Members of the Commission to have it as well.

The Executive Director reported also that the toll audit contract was proceeding. He said the Commission staff had examined and authorized a change in audit procedures which would substantially reduce the required computer data processing time. He said the change would delay completion of the phase scheduled to be finished May 1st but it was not expected that it would affect any of the other project milestone dates.

The Chairman asked the Executive Director how matters stood with the Penn Central Mutual Associates' contract. The Executive Director said that the Commission was still waiting for an answer. He said Penn Central Mutual Associates wished to use the Commission's computer as their new computer will be similar to that of the Commission's. The Executive Director reported further that the new computer was enabling the Commission to include in its administrative procedures certain personnel matters which formerly had to be handled manually. Among those that will be handled by the machine, he reported, were sick leave, vacation time and monitoring of employees' ages for retirement purposes.

Mr. Teagarden asked whether the machine provided for deductions of income tax for various communities. The Executive Director assured him that it did and that the program was already in effect.

The Chairman asked Mr. Richley whether the Department of Transportation gave notice to its employees as they approached their 70th year. Mr. Richley said that they did and that the Department of Transportation had a mandatory retirement age of July 1st following the employee's 70th birthday. Mr. Richley said that official notifications were sent out in February and March to give the employees 90 to 100 days advance notice. He said that every employee who was to pass his 70th birthday before July 1

received a letter at that time. The Chairman said that he thought it was most important that the employees be advised. He said the Commission had never adopted a formal resolution on retirement age. He said the only thing the Commission had done was to comply with the requirements of the Public Employees Retirement System but he thought the Commission had reached a place in its history where it might well adopt a formal policy on retirement.

Mr. Chastang asked what the Department of Transportation definition of retirement age was. Mr. Richley said it was July 1st of the year following the employee's 70th birthday, that if a person's birthday fell on July 2 he would be able to stay a full year more. He said that the law so provided. He said the procedure was keyed to the fiscal year.

The Chairman said it was an arbitrary but workable regulation.

The Executive Director reported also that the Consulting Engineers were gathering input data for the facilities study. He said that the data was still being gathered principally from the Department of Transportation. He said the study was progressing smoothly and there was full cooperation in obtaining the data and that a preliminary report on a special Cedar Point area study was expected to be available for review by the Commission within two weeks. The Chairman asked Mr. Richley whether he had some plans worked out. Mr. Richley said he had checked the things that could or could not be done and he said that most of the things that really needed to be done were short range things that had to be done by someone else and there was not really a great deal that the Department of Transportation or the Turnpike Commission could do.

The Chairman said that the Turnpike Commission was blamed because traffic piled up on the Turnpike near Exit 7 but that it was not the fault of the Commission. Mr. Richley said that if Cedar Point Amusement Land would move its toll entrance facilities farther in on the property, there would be more storage of automobiles on the Cedar Point Causeway. He said he did not know whether the Department of Transportation had succeeded in persuading Cedar Point to move its toll facilities or not but that was one of the things the Director was trying to do. The Executive Director said that the Commission's staff was attempting to work with the Division of Highways on the matter too. The Chairman said that all were working together but that there was a situation in which one had to build two hills and still not have a valley. The Executive Director said there would be problems again in the summer. The Chairman said that the trouble was that the Turnpike Commission was blamed for the situation, that people would demand to know why people were unable to leave the Turnpike. He said the Commission opened five exit lanes but immediately after the traffic left the exit points there was only one lane.

The Executive Director reported also that all contracts for resurfacing

on the mainline were under way. He said the three contracts at the western end of the road were ahead of schedule. He said the Eastgate project, which was the last contract let, was slightly behind schedule but that he did not consider it to be a matter of concern at this time. He said that all mainline lanes would be open for the Easter weekend beginning Thursday night. He said because of the heavy traffic the contractors would not work on Good Friday or the Monday after Easter. He said that the Administration Building addition contract also was well under way.

The Executive Director reported also that arrangements had been made to perform the annual bridge inspection in accordance with the new Federal and State guidelines. He said that the first year would be the most difficult one as it involved developing a great deal of information on standard forms. He said that the inspectors from the Consulting Engineers were to start their work on forms the following day.

The Executive Director reported also that a man in the toll collection department, Bernard Curtin, who had been a Turnpike employee since October 1955, had established an excellent sick leave record, and in the fall of 1972 had a heart attack and had then used up his accumulated sick leave of 120 days. He said the Commission's Bylaws permitted that 30 days of sick leave might be granted to persons who would have accumulated that much more sick leave had it not been for the 120 day limitation. He said the Commission's bylaws permitted such extension of sick leave on recommendation to the Commission by the Executive Director. He said that he considered Mr. Curtin qualified because of his excellent past record and he recommended to the Commission that it grant 30 additional days to Mr. Curtin.

Mr. Teagarden asked how many days Mr. Curtin had accumulated. The Executive Director said that Mr. Curtin had accumulated 120 days and that he had an additional 89-1/2 days sick leave that he would have accumulated had it not been for the 120 day limitation.

The Chairman determined that all Members of the Commission were in agreement with granting Mr. Curtin 30 more days of sick leave and the Executive Director was advised to proceed accordingly.

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

The Director of Information and Research, Talbot Harding, reported that a new edition of "Camping Tonight Along the Ohio Turnpike" had just been published and that substantial changes had been made in its layout. The Chairman instructed the Director of Information and Research to distribute copies

to those in the room.

Mr. Harding said that the former format of Camping Tonight had been adopted in the days when camps did not offer many facilities and there were very few camps. He said the directory had grown as the services and accommodations offered by camps proliferated and by 1972, 25 columns of very small type indicated what the camps offered. Seventeen of the columns were less than 1/6th of an inch wide and over 12 inches long; an arrangement that made the directory very difficult to use. He said that larger type and a simple layout grouping the information in easily read blocks had been made possible by the adoption of 17 symbols for the services offered by the camps. He said 16 of the symbols had been developed by the Turnpike Commission and only one international symbol was used, that for restaurants, which was used to signify lunchrooms in the Turnpike publication. He said the reason the international symbol for lunchrooms had not been used was because it was a wine glass. He said the Commission had developed its own symbol for flush toilets because when people were tested on the international symbol for flush toilets no one related the symbol to plumbing. He said the symbols that had been chosen and tested were practically ideographs.

The Chairman said the report of the Director of Information and Research was accepted as offered. The Executive Director said that in light of what Mr. Harding had reported, he wished to report that he had been in Italy since the last meeting. The Chairman asked Mr. Richley whether he had received a copy of Mr. Johnson's bread and butter letter to an official of an Italian toll road which had been written in Italian. The Chairman said he was very proud of the Executive Director's Italian. Mr. Richley said he had not seen it and the Chairman directed Mr. Johnson to give Mr. Richley a copy. Mr. Johnson said that while he was in Italy he had visited some of the Italian facilities and that the Italian toll road authorities were very hospitable. Mr. Richley said he was sorry he had not received a copy of Mr. Johnson's letter and he would have responded and would have responded in Italian. Mr. Richley promised comment in the next mail.

The Chairman said that he had sent a copy of the Executive Director's letter to the Governor together with a letter of his own and he had made note of the fact that none of the Executive Director's expenses had been paid for by the Turnpike Commission or by public funds.

Mr. Johnson said that he mentioned the Italian item because of the Director of Information and Research's comment about the wine glass symbol. He said that he found their toll road network very beautiful and interesting but one thing that really astonished him was that wine and liquor were served in Italian service plazas, and also there was no speed limit.

Mr. Richley said he thought he had noticed something special about the

Executive Director, about his posture and his demeanor, and he was sure it resulted from that one week in Italy.

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

RESOLUTION NO. 9-1973

"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 March 6, 1973, 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 March 6, 1973 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, Richley, Chastang, Anderson, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted with all Members voting in the affirmative. The resolution was identified as No. 9-1973.

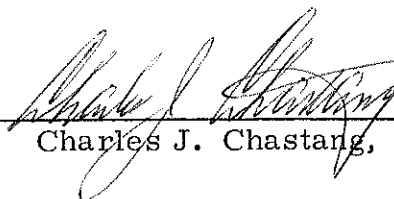
There being no further business to come before the Commission, a motion was made by Mr. Richley, seconded by Mr. Chastang, that the meeting adjourn until June 5, 1973 subject to call of the Chairman. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

Ayes: Richley, Chastang, Anderson, Teagarden, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:55 p. m.

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



Charles J. Chastang, Secretary-Treasurer