

MINUTES OF THE TWO HUNDRED AND NINETY-THIRD MEETING  
November 4, 1975

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 11:00 A.M. on November 4, 1975 with key members of the staff; a representative, Harvey A. Harnden, of the Consulting Engineers; a representative, P. Joseph Sesler, of the Trustee, the Ohio National Bank; members of the press and others in attendance. The Chairman said that all Members were present. Therefore, those members present were: O. L. Teagarden, Ralph H. Anderson, Daniel E. Bricker, Richard D. Jackson and James W. Shocknessy.

The Chairman said it was Election Day and on Election Day he always took notice of the fact that Charles J. Chastang, when Mr. Chastang was a Member of the Commission, and he used to do battle with each other every Election Day and Mr. Chastang was usually wrong and so he always thought of him on Election Day because of the fun they used to have.

A motion was made by Mr. Bricker, seconded by Mr. Teagarden, that the minutes for the meeting of October 7, 1975 which had been examined by the Members and on which the corrections suggested by the Members had been made by approved without reading.

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

Ayes: Mr. Bricker, Mr. Teagarden, Mr. Jackson, Mr. Anderson,  
Mr. Shocknessy.

Nays: None.

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

The Chairman said he had a copy of a cartoon that appeared in the Cleveland Plain Dealer of November 1, 1975. The Chairman said the final panel of the strip had the following text: "And Dr. Eric Von Doughnut, who claims that extraterrestrial beings visited the earth years ago and built the Ohio Turnpike!" The Chairman said he did not know about that. He said Mr. Teagarden and he had been present at the beginning of the Ohio Turnpike Commission. Mr. Bricker said the Chairman knew about himself but he did not know about Mr. Teagarden.

The Chairman reported also that an article had appeared in the Akron Beacon Journal by Bob Wiedrich of the Chicago Tribune, and Wiedrich had grouped 3 turnpikes - Illinois, Indiana and Ohio - together and had said everything mean about them that he could. He said the Executive Director had written a letter about Wiedrich's column which the Beacon Journal had published and had also sent

copies of the letter to the restaurant operators because Wiedrich had said the food was universally vile. He said the Commission had asked both restaurant operators, Howard Johnson Company and Gladioux Food Services, Inc., to call upon the writer and get some specifics because he was not sure that the writer was even on the Ohio Turnpike although he had made some references to something or the other to indicate that he might have been in the Cleveland area. He said he wanted to be sure that the Commission had seen it and as in the case of everything similar, the Commission was doing something about it.

The Chairman reported also that by the end of the year the outstanding debt should be reduced to less than \$96,000,000 which was just about what he would expect if the Commission was able to maintain the level of patronage which was being maintained. He said there was not much likelihood of any great falloff in patronage in the rest of the year even if fuel became even more expensive than it was. He said the Commission had no control over fuel prices but he had a belief that everything that could be done to maintain stability in the price of energy would be done and was being done by the national administration, by the state administration and by the Ohio Turnpike Commission. He said there was therefore no reason for him to make any adjustment in any predictions that he had made about the Commission paying off its debt by 1981. He said there was no indication that there would be any need to increase tolls on the Ohio Turnpike despite the inflation. He said so far as Turnpike business was concerned the Commission had met the inflation and found that it could not do it in. He said the inflation might cost the Commission six months or a year but he did not even see that. He said he liked to let the world know that regardless of all it had heard about increases in prices elsewhere, the Ohio Turnpike Commission expected to maintain economic stability and to pay its debt finally as contemplated without any increase in tolls. He said he doubted if the same statement would have been made by the people who wanted to take over the Ohio Turnpike two years before had they succeeded in their efforts.

The Chairman reported also that the toll revenues for October were estimated at a little more than \$3,500,000 and that it was the third highest October in the history of the Ohio Turnpike Commission.

The Chairman reported also that there had been two fatal accidents during the month, neither of which had anything to do with operation, maintenance or engineering of the Ohio Turnpike.

The Chairman said he wanted to mention something about two of the original Members of the Commission. First he wanted to thank Mr. Teagarden for his kindness to Paul Jackson. He said Paul Jackson liked to hunt and Mr. Teagarden had invited him to his duck marsh. He said Mr. Jackson had gone to the duck marsh and had really enjoyed himself and he wanted Mr. Teagarden to know that he appreciated what Mr. Teagarden had done.

He said the other matter he wanted to mention was that Murray Seasongood, who was an original member of the Commission, was now 97 years old. He

directed the Executive Director to write a letter to Mr. Seasongood and to tell him that the Commission had seen the publicity about him in the Cincinnati papers and that the fact that Mr. Seasongood had celebrated his 97th birthday had been put in the record of the meeting, and that the Commission extended Mr. Seasongood its love and affections and good wishes for many more years.

The Chairman said that in 1949 Mr. Seasongood had been in Paris when the first Ohio Turnpike Commission appointments were to be made. He said that Governor Frank J. Lausche had telephoned Mr. Seasongood in Paris to ask him to serve on the Commission and Mr. Seasongood had promptly told the Governor that he would not serve. The Chairman said he had also told Governor Lausche that he would not serve but the Governor had talked both Mr. Seasongood and the Chairman into serving on the Commission and also had talked Mr. Teagarden into serving on the Commission. Mr. Teagarden said he had also told the Governor no at first. The Chairman said that the three of them after 26 years were still living and two of them were still on the Turnpike Commission. Mr. Teagarden said Ted Kauer, then Director of Highways, had been the ex officio member of the first Commission and was still living. The Chairman agreed and said he should be sent a copy of anything that was written to Mr. Seasongood. He said of the first Commission the only member that had not survived was Dr. J. Gordon McKay. He said all Members of the Commission could rejoice that Mr. Seasongood had lived to the great age of 97.

The Chairman reported also that Republic Reports, a publication of Republic Steel Corporation, had run an article about the Ohio Turnpike which he wanted to mention in the business of the meeting.

The Chairman reported also that he had read about a turnpike junket and he wanted to make the record clear that it was not the Ohio Turnpike Commission that had gone on a junket. He said the Pennsylvania Turnpike Commission and many others had gone to Europe for a meeting of the International Bridge, Tunnel & Turnpike Association. He said the Ohio Turnpike Commission had never taken a junket.

The Chairman said he had read that the contractor who had been the low bidder on a portion of I-90 had rejected the contract. He asked the Director of Transportation why the contract had been rejected. The Director of Transportation said the contractor had been unable to get a performance bond and that he had forfeited his \$50,000 deposit. The Chairman said that once an agency had gone through the trouble of preparing specifications and taking bids that bidders should be without the right to reject and that once a contractor had filed a bid he ought to have to perform the contract. He said failure to get a bond was not good enough reason to justify the contractor not being willing to perform. He said the \$50,000 which the contractor had forfeited was nothing. The Director of Transportation said the bid guarantee was set by statute and in order to change the procedure it would be necessary to change the statute. The Chairman asked the Director of Transportation whether it had not been done by changing the specifications. The Director of Transportation said the amount of bid bond had

been increased to make it more difficult for a contractor to reject, but that the statute set out a definite percentage which could be asked of bidders. The Chairman said the Department of Transportation had ended with a bid which was less than its estimate. The Director of Transportation said that was true. The Chairman said it did not make the Department of Transportation look well to have a bid that was under the estimate and still something on the order of \$4 million more than the lowest bid submitted. The Director of Transportation said he did not remember the exact figures but there was no question that there had been a considerable difference between them. The Chairman asked whether the Director of Transportation felt that the contractor had done a bad job of estimating and had made mistakes. The Director of Transportation said he did not believe the contractor had made mistakes and that the contractor knew what he was doing when he prepared his figures. The Chairman asked Mr. Anderson for his opinion. Mr. Anderson said there were several bids and most of them were near the estimate with the exception of the very low bid. The Chairman said it was far under the estimate, but that it was similar to the bid Standard Oil Company of Ohio had made on the Turnpike service stations. The Director of Transportation said he had seen a great many contracts and that, while the Ohio Department of Transportation had not sold many contracts at the cost level of the I-90 contract, he would say that the contract did not vary in percentage more than many he had seen.

The Chairman asked the Director of Transportation whether the present bond would make the Department of Transportation whole. The Director said that it would not. The Director said further that the bonding situation was evidently not unique to Ohio but was common in the industry all across the country, particularly in the northeastern quarter of the country, and was the sort of thing contractors everywhere were facing.

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

The Secretary-Treasurer, Mr. Anderson, reported that since the last meeting the following had been sent to all Members:

1. Detail of investment transactions which took place in October, 1975.
2. Traffic and Revenue report for September 1975.
3. Financial statements as of September 30, 1975.
4. Budget report for nine months 1975.
5. Draft of the minutes of the October 7, 1975 meeting.
6. Month-end release.

The Assistant Secretary-Treasurer, Mr. Johnson, reported that certified copies of the preliminary budget adopted at the October meeting of the Commission had been sent to the Trustee, the Co-Trustee, the principal underwriters and the Consulting Engineers, as was required under the Trust Agreement.

The Chairman said the report of the Secretary-Treasurer was accepted as offered. He said that mention of the budget reminded him that it had been proposed to postpone the December meeting of the Commission to December 16 so that the Commission could have final figures for the year on the budget before it. He said if it were not postponed for two weeks the regular meeting would have been on the 2nd and by postponing the meeting until the 16th more figures would be available.

The Assistant Secretary-Treasurer reported that the Commission was very close to the current budget and the extra two weeks would allow the Commission staff to assess the situation and to determine whether there would be any need to amend or supplement the current budget. The Chairman said if a severe snowstorm were to occur it probably would be by December 16. He said he was terrified of snowstorms because a snowstorm cost the Commission about \$60,000. The Chairman asked Mr. Johnson how close to the 1974 budget the Commission had been in 1974. The Assistant Secretary-Treasurer said the Commission was within .4 of one percent of the budget in 1974 and that at the moment the Commission was about at that point. He said normal amounts had been budgeted for snow and ice control but if anything excessive occurred it might be necessary to supplement the budget. The Chairman said he believed the Commission would be within the budget. He said that bills that arrived after the 16th of December would not be paid during the month.

The Chairman determined there was no further discussion of the Secretary-Treasurer's report or the budget and asked for the report of the Committee on Service Plazas.

The chairman of the Committee on Service Plazas, Mr. Teagarden, said he wished to make further reference to the article which had appeared in the Chicago Tribune written by Bob Wiedrich. He said he had been concerned when he received the clipping and had called the Executive Director and discussed the matter with him. He said the Executive Director had written a very nice letter to the Editor of the Chicago Tribune and sent a copy of it to the Akron Beacon Journal. He said he appreciated very much that the Akron Beacon Journal had published the letter which gave the public a clearer picture of exactly what the Turnpike Commission was doing.

Mr. Teagarden said copies of the Executive Director's letter had been sent to both restaurant concessionaires. He said he had not heard what they had done about it. The Executive Director said he would check with the restaurant concessionaires to determine what had been done. Mr. Teagarden said that Wiedrich's report would not hold water because the sales at the service plazas continued to increase so the public in general was satisfied with the manner in

which it was treated. The Chairman said the man who wrote the article did not know what he had been talking about.

Mr. Teagarden reported also that everyone was watching the Ohio Turnpike to see what the Standard Oil Company of Ohio (SOHIO) did with reference to pricing and service. He said he could report that the Commission's surveys indicated that SOHIO was doing a very nice job. He said it was true that they had been in service for only one month and the Commission had yet to have a full report on that month but he assumed that it would be rendered very shortly at which time the Commission would be able to compare their sales to that of the previous operators.

Mr. Teagarden reported further that immediately after the Wiedrich article appeared, the Executive Director had made a survey of the gasoline prices along the entire Turnpike. He said the survey indicated that the average price charged off the Turnpike was 59.8 cents a gallon while the SOHIO was 59.9 cents a gallon, so there was a difference on that day of one tenth of a cent a gallon.

The Executive Director said that the survey to which Mr. Teagarden referred had been made on November 1st. He said throughout the month of October the price average on the Turnpike was lower than the average off the Turnpike. He said price changes were going on which were affecting the average and that the Commission staff was working with SOHIO on determining the price that SOHIO might charge during November. He said the SOHIO price at the Turnpike stations throughout the first month of their contract was lower than their prices at their other company operated stations throughout the state.

The Chairman said he did not buy the validity of even one tenth of one cent difference, because he was not sure that was a true average of experience since they had been on the Turnpike. He said he was against taking averages, that he would rather deal with specifics in the specific areas because he did not want an average based on a 241 mile extent of territory. Mr. Teagarden said he did not wish to accept such an average either. The Executive Director said he wanted to show the Commission how the survey was made and if the staff found a difference, then SOHIO was notified and prices adjusted accordingly. The Chairman said he wanted the comparative prices to be related to trade areas and that the pricing had to be related to the prices charged in the immediate economic area because there might be a vast difference from the Pennsylvania line to the Indiana line, and he did not want to lump in a difference which would be based upon a 241 mile extent. The Executive Director said the contract did provide that the operator could charge -- if the operator was a single company, which was the case -- the same price at all stations. The Chairman said they might do so provided the price charged did not exceed the price charged for similar service off the Turnpike. The Executive Director said that was correct and that the Turnpike had a very comprehensive method for determining what price the operator should charge. He said he wanted to assure the Commission that throughout the first month of operation, the prices charged at the SOHIO stations were lower than SOHIO charged at other stations and was lower than the pricing provisions

in the contract would have permitted them to charge. The Chairman said he would not buy the extra one-tenth of a cent. The Executive Director said the survey was made on the 1st of November and there had not yet been time to make the adjustments. The Chairman said it was not a true survey and not a survey of the experience. The Executive Director agreed. The Chairman said he had the medal for controlling gasoline prices and there was a man at the table who heard him expound about it and he knew how he felt about gasoline prices, even the slightest difference. Mr. Teagarden said the Chairman was referring to the Director of Transportation. The Chairman said he was. Mr. Teagarden said he could assure the Commission that the Executive Director was aware of the situation and would see to it that SOHIO was in compliance with the contract. The Chairman said that meant that SOHIO could not charge anything in excess on the Turnpike of what they were charging off the Turnpike in similar marketing areas and that he did not consider the 241 mile extent of the Turnpike a marketing area. Mr. Bricker asked whether the figures were based on company operated stations versus dealer operated stations. He said there could be a two cent difference a gallon within one city block for the same brand. Mr. Teagarden said the contract did not refer to what the Standard Oil Company charged at their stations off the Turnpike but to comparable prices at all major oil company stations off the Turnpike. The Chairman said the question was not SOHIO prices off the Turnpike but everybody's prices off the Turnpike. Mr. Bricker said he was curious about what they were charging. He said in Columbus SOHIO was charging 57.9 cents per gallon at company operated stations. He asked what the situation would be if the Turnpike came through the Columbus area. The Chairman said he did not know, that one would have to look at other companies to find out because the figures did not deal only with SOHIO. Mr. Bricker asked whether they would be allowed to charge more on the Turnpike than at their own stations off the Turnpike. The Executive Director said he did not believe that could happen. The Chairman said that there was no way that could happen. Mr. Jackson asked what the situation would be if SOHIO gasoline prices off the Turnpike were cheaper than that of all the other major dealers off the Turnpike. He asked if SOHIO would then be allowed to charge more on the Turnpike. The Executive Director said that Mr. Jackson's question was a hypothetical one. He said under that situation SOHIO might be allowed under the contract to charge more on the Turnpike than off but he could not imagine that they would charge more on than they would charge off the Turnpike. The Chairman said there was no way for anything like that to happen because in order for that to happen SOHIO would have to have almost a total monopoly, not merely on the Turnpike but throughout Ohio. He asked what percent of the Ohio market SOHIO had. The Executive Director said he believed SOHIO had about 20% of the Ohio market. The Chairman said he thought the Commission was entitled to be very happy because neither since nor prior to the Commission entering into the contract had any other facility obtained any contract comparable to the one the Commission had. The Chairman said that one thing the Commission had assured the whole world was that in order for SOHIO to recoup the 8.01 cents a gallon that SOHIO paid as rent, SOHIO would not make it up on the public.

In the absence of further discussion, the Chairman said the report of the Committee on Service Plazas was accepted as offered. He ascertained there would be no report from the Committee on Employee Relations. He said the report of the Director of Transportation would be received.

The Director of Transportation reported that he had driven the section of I-680 which would tie into the Turnpike and if the weather continued good for two or three weeks it would be possible to open that portion of the road in December.

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

The Chairman said he wanted to compliment the Director of Transportation. He said he was doing a superb job of coordinating his big Department and he thought before the year was out, the Director would be able to analyze fully the recommendations that the Committee on Cost Control had made. The Chairman then asked for the report of the Committee on Safety.

The chairman of the Committee on Safety, Mr. Johnson, said he had very little to report. He said the two fatalities during October unfortunately brought the total for the year to 22 compared with only 10 for 1974 when there was an all time safety record on the Turnpike. He said nevertheless, the 1975 experience compared he would say for lack of a better word because it was unfavorable to have any fatalities, but compared favorably to years prior to 1974. He said the general nature of the majority of fatal accidents pointed to driver carelessness and inattention as the causes. He said historically that had been the case and such causes were largely beyond control to avoid, correct or cure. The Chairman said that the 55 mile an hour speed limit was being enforced on the Ohio Turnpike and that people were complaining because not only the Ohio Turnpike enforced the limit more strictly than most other jurisdictions, and still the number of fatalities rose from 1974 to 1975. Mr. Anderson said that the record showed that the number of people using the Turnpike was higher in 1975 than in 1974. He said in 1974 there was more commercial traffic but now there was more passenger car traffic and that there were more people on the Turnpike and that might be a causative factor. The Chairman said that was possible.

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 a document had been furnished to the staff which, if it were enacted into law, would place Commission employees under Civil Service. He said the document had been given to the Commission's labor counsel and labor counsel had analyzed it and submitted his analysis to the Commission and copies of that analysis had been furnished to all Commission Members. The Chairman said there was nothing to say about that, that it was merely for the information of the Commission.



The Chairman said before Mr. Johnson proceeded with the Executive Director's report, he wanted to offer him congratulations on having completed five years as Executive Director. He said he thought five years' experience as good as Mr. Johnson's on a job such as his was well worth noting and he said he hoped Mr. Johnson had another five years. Mr. Anderson said it sounded something like the history of marriage, that if one got through the first five years the next five years would be easy. Mr. Teagarden said he would like to add to the congratulations and that he believed no other Member of the Commission besides the Chairman had more contact with the Executive Director than he had. He said that was because the Executive Director served on the Service Plaza Committee and had a great deal to do with the Employee Relations Committee and that he doubted if there were very many days when he did not consult Mr. Johnson about something and that he always responded and was very gracious about it. He said he had been very happy with the five years that he had served with Mr. Johnson and he hoped that Mr. Johnson would be with the Commission for many, many more years. Mr. Bricker said Mr. Johnson had always been efficient and helpful. The Chairman said Mr. Johnson dealt with the Director of Transportation and the Department of Transportation very effectively and he had never had a complaint from either Mr. Johnson or anyone in the Department of Transportation about any irritations between them and he felt that was complimentary to both parties.

The Director of Transportation said he had one complaint and that was that Mr. Johnson had left the Department of Transportation. The Chairman said that when the Commission had lost its previous Director, Russell S. Deetz, a bit more than five years before, Pearl E. Masheter, then Director of Highways, looked at the Chairman rather gimlet eyed and said, "I was waiting for you to ask for Johnson," because at that time Johnson was still in the Highway Department. The Chairman said the Commission had asked for Mr. Johnson and that Mr. Johnson was not sure that he wanted to come or that he wanted to leave the Highway Department and that the Commission had had to talk to him two or three times to convince him and he thought that was something of interest to any Director of Transportation. He said the esprit in the Department, especially among the engineers, was high. He said the pride in the Department was quite exceptional and the engineers really did not care much about anything except their professional address to their jobs and to the Department. He said there had never been a time when anyone the Commission had dealt with in the Department of Transportation did not hold his own for the Department and at the same time try to cooperate for the overall good and be professional. The Director of Transportation said he could not be in greater agreement with the Chairman on the attitude of the engineers in his Department. The Chairman said he had seen and lived with that attitude for more than 25 years. He said the loyalty especially of the engineers and the other people within the Department to the Department was something that was almost exceptional in government. He said it was the same kind of thing the Turnpike had. He said he was not sure that the Turnpike was not the inheritor of that attitude because so many of the Turnpike staff who came to the Turnpike 25 years ago had come to the Turnpike directly from the Highway Department.

The Executive Director thanked the Members of the Commission for their remarks. He said it had been a good five years. He said he had no regret at all that he had come to the Turnpike. He said he had enjoyed his previous work with the Department but he had also enjoyed the last five years thoroughly and they had gone by very quickly. He said he hoped he could continue to serve.

The Executive Director reported that the Turnpike portion of the I-680 project, which the Director of Transportation had already mentioned, was essentially complete. He said all the Turnpike had to do was to install the toll equipment. He said the Turnpike had deliberately delayed installing it on the basis of earlier discussions with the Department that indicated that the project might not be ready until early 1976, but on the basis of the current assessment that the projects were likely to be ready in December, the Turnpike staff had reactivated toll equipment installation and he was confident that it could be completed coincidentally with the state's work.

The Executive Director said he was in continuous conversations with the District office of the Department of Transportation which had immediate responsibility for the projects and had agreed to confer again with them early in the week of November 10 to try to set a precise opening date.

The Executive Director reported further that in anticipation that the I-680 project would probably be open before the next Commission meeting, he believed it was appropriate for the Commission to take action to designate the number and the name of the new interchange as had been done on all previous interchanges in the past. He said a resolution had been prepared which was in the Members' folders. He said he had not known on Friday when he sent out the agenda letter that the matter would be under consideration but a resolution had been prepared to designate the interchange as Number 16A which was consistent with the Numbering pattern which had been developed along the Turnpike. He said the resolution would name the interchange the "Youngstown-Poland Interchange" which was consistent with the principal areas that would be served by the project.

A resolution adopting numerical designation and name for interchange with Interstate Highway 680 was moved for adoption by Mr. Jackson, seconded by Mr. Anderson, as follows:

"WHEREAS a point approximately 1.2 miles easterly from Interchange No. 16 of the Ohio Turnpike has heretofore been designated in accordance with the law as a point of ingress and egress linking the Ohio Turnpike with Interstate Highway 680 to the north;

"WHEREAS said new interchange is at approximate Milepost 234.1 of the Ohio Turnpike in Beaver Township, Mahoning County, Ohio;

"WHEREAS the Commission has previously named all other existing interchanges on the Ohio Turnpike; and

"WHEREAS the executive director has recommended that said interchange be numbered Interchange No. 16A and named "Youngstown - Poland" and the Commission concurs in said recommendation;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission hereby designates the new interchange between the Ohio Turnpike and Interstate Highway 680 as Interchange No. 16A and adopts "Youngstown - Poland" as the name for said interchange."

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

Ayes: Mr. Jackson, Mr. Anderson, Mr. Teagarden, Mr. Bricker, Mr. Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 21-1975.

The Executive Director reported also that he had attended the opening of the last section of I-77 in Ohio. He said he was very pleased that he had been invited and had been able to be present because even though it had been five years since he left the Department, I-77 had been one of the principal projects and responsibilities of the Interstate Coordinators' Conference which functioned from 1963 to 1970 and that both he and the Chairman had a lot of personal blood in the project. He said there was no question in his mind that the opening of the road provided traffic service and eliminated one of the principal traffic bottlenecks in Ohio. He said it had been a daily bottleneck for many, many years. He said there were few projects that were going to provide more service to an area than the I-77 project and that it was satisfying to anyone involved in a project like that to see it opened and it was personally satisfying to him. The Chairman said he heard his old friend Bishop Clarence G. Issenmann had been present at the opening. The Director of Transportation said he was and he had been pleased to meet him. He said Bishop Issenmann had given the invocation. The Chairman said Bishop Issenmann had always been an especially interested spectator of the activities of the Ohio Turnpike Commission and that he often received communications from him in the mail.

The Executive Director reported also that the bids had been opened for the final two projects on I-90 in Cleveland. He said that they were the final projects on I-90 in the state and were important to the Turnpike because they would eventually link to the Interchange 8A in Lorain County. He said when that happened, which he believed would be in 1978, there would be significant shift in traffic patterns in that area and on the Turnpike. He said he was looking forward to that completion and opening. The Chairman said the shifts had all been adjustments, that the Turnpike had never had a shift that did anything to the Turnpike such as the Northeast Extension of the Pennsylvania Turnpike had done to it. He said he had never considered the Northeast Extension of

the Pennsylvania Turnpike valid because it was an artificial concept to begin with.

The Director of Transportation said the Commission might be interested to know that the two projects on I-90 came to just slightly in excess of \$80 million for about four miles of road. Mr. Anderson asked what the I-90 projects might do to Turnpike traffic. The Chairman said that the Turnpike experience had always been that the Turnpike had adjustments but had not had any great surge that changed traffic patterns. The Executive Director said that the I-90 projects would shift traffic which now entered the Turnpike at Exit 10 at I-71 to Exit 8A. He said it would take traffic off the segment of the Turnpike between Exits 10 and 8A. He said that was really the Turnpike's busiest area and the kind of relief the construction of I-90 would provide was needed in order to accommodate traffic. The Chairman said that that was what the Commission had been saying over the years which he was sure that the Director of Transportation especially knew, that the Turnpike had to be supplemented by the state system so that the Turnpike would not suffer ultimate congestion or saturation. He said the strength of the Turnpike was just that, it was able to accommodate and be accommodated by the additional facilities which accommodated additional traffic that had been waiting over the years.

The Executive Director said Interchange 8A, which had been opened on August 1, had very light traffic and that eventually the traffic that now entered the Turnpike at Exit 10 because I-71 was the most convenient route and then headed west would shift and enter the Turnpike at 8A. He said Exit 10 was the Turnpike's busiest interchange and that almost 40 percent of all the traffic on the Turnpike used Exit 10. He said there were times when it was difficult to accommodate traffic and the shift in traffic was really wanted. He said it would probably mean a small decrease in traffic between Exits 10 and 8A with a resulting minor decline in revenues but it came at a time when the Turnpike was going to need relief.

The Director of Transportation said one of the interesting things about the cost figures for the I-90 projects was that the actual physical construction cost was about half the total cost of the project. He said that gave some indication of the implication of the family relocation assistance program and right of way costs in an urban area. He said it was a dramatic illustration. The Chairman said it was. He said he remembered the outcry when the New Jersey Turnpike was built and the utter shock of the people because it cost as much as \$8 million a mile to build the Turnpike through the city of Elizabeth, New Jersey. He said the New Jersey Turnpike Authority had suffered high costs in going across the Jersey Meadows but it was costing that much money today to build highways in Ohio. The Director of Transportation said it was now costing \$20 million a mile to build highways in Ohio.

The Chairman asked Mr. Harnden whether the J. E. Greiner Company had been Consulting Engineers for the New Jersey Turnpike. Mr. Harnden said that J. E. Greiner had not been Consulting Engineers but had designed a small part of the southern end of the New Jersey Turnpike.

The Chairman said when he visited that project 25 or 26 years before, Charles M. Noble had been Chief Engineer on the New Jersey Turnpike project at that time. He said it was the first time he had ever met Mr. Noble and the New Jersey Turnpike was a year or two ahead of the Ohio Turnpike in beginning construction. The Chairman said all the Turnpike authorities and commission were then being created or entering business. He said Pennsylvania had already taken advantage of an abandoned railroad right of way and had constructed its first 160 miles of turnpike.

The Chairman said he would like the Commission to send its greetings to Senator Frank J. Lausche, who, as Governor, signed the Ohio Turnpike Act in 1949 and who would be 80 years old on the 14th of November. He said, if it were agreeable with the Commission to extend the Commission's expressions of good will and gratitude to Senator Lausche and let him know that the Commission remembered him and the part that he played in the Ohio Turnpike and in the appointment of the first Commission, the Commission would do so. (The Commission Members indicated they did want greetings sent to Senator Lausche.) He said a birthday party was to be held for Senator Lausche at St. Vitus Church in the old Slovene neighborhood on lower St. Clair Avenue in Cleveland. He said that was where Senator Lausche had started his political career and that Lausche was really the first ethnic to come forward and that he hoped to attend the party on Sunday, November 9. He said Senator Lausche probably gave his first speech on the stage at St. Vitus. He said Senator Lausche's mother had laid the cornerstone at St. Vitus because it was the first Slovene Church. He said when Senator Lausche's father and mother were married, they were married in Our Lady of Lourdes, a Bohemian parish at East 55th Street and Hamm Avenue. The Chairman said that was the neighborhood in which the Bartunek factory stood and St. Alexis Hospital was still located.

The Executive Director reported further on the I-90 projects that the plans had been almost finished five years before when the Chairman and he left their immediate responsibilities to the Interstate Coordinators' Conference. He said the I-90 plans got caught up in a controversy about reversible lanes that were included in the designs. He said it had taken five long years to resolve the controversy and get those very important projects under construction. He said it was testimony to the sort of thing that could block projects. The Director of Transportation said one should think of the delay at the rate of one percent per month and that delays on the Olentangy Expressway had probably cost \$12 million. The Chairman said there had never been any validity to the objections to the Olentangy Expressway and that the Director of Transportation deserved credit for its completion. The Director of Transportation said a large number of people deserved a great deal of credit for the Olentangy Expressway. The Chairman said that was true but he gave a great credit to the Director for pulling the whole thing together.

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

The Chairman asked if Mr. Sesler agreed with him that the outstanding debt would be reduced to \$96 million by December 31. Mr. Sesler said he did agree. The Chairman said the report of the Director of Information and Research would be received.

The Director of Information and Research, Talbot Harding, reported that the Chairman had already alluded to an article in Republic Reports. He said Republic Reports, besides being sent to some 45,000 members of what might be called the Republic Steel family, was distributed to 25,000 persons throughout the country, persons who, in Madison Avenue jargon, were referred to as thought leaders, e. g., members of legislatures, clergymen, editorial writers and so on.

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. Anderson, as follows:

"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 October 7, 1975, 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 October 7, 1975 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: Mr. Teagarden, Mr. Anderson, Mr. Jackson, Mr. Bricker,  
Mr. Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 22-1975.

There being no further business to come before the Commission, a motion was made by Mr. Anderson, seconded by Mr. Jackson, that whereas meaningful figures on the expenditures for the year would not be available on December 2, the usual date for the meeting of the Ohio Turnpike Commission,

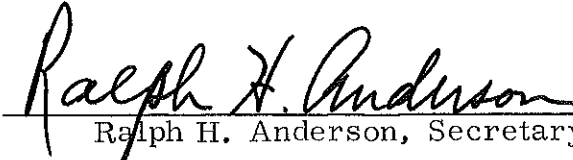
and whereas they would be available by December 16, that the December meeting of the Commission be postponed until December 16, 1975, subject to call of the Chairman; and that whereas the Commission would have met late in December, there would be little likelihood for the need of a meeting in January, the January meeting be cancelled, 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: Mr. Anderson, Mr. Jackson, Mr. Teagarden, Mr. Bricker,  
Mr. Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:24 P.M.

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

  
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Ralph H. Anderson, Secretary-Treasurer