

MINUTES OF THE ONE HUNDRED & NINETY-NINTH MEETING
June 7, 1966

Pursuant to the bylaws of the Ohio Turnpike Commission permitting the Chairman to change the place of the meeting the Commission met in regular session in the conference room of the Ohio Department of Highways building at 139 East Gay Street, Columbus, Ohio, at 11:00 A. M., eastern standard time, on June 7, 1966 with the key members of the staff; a representative, Mr. H. A. Harnden, of the Consulting Engineers; a representative, Mr. P. Joseph Sesler, of the Trustee; a representative, Mrs. Russel Lucas, of the Auditor of State; 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: Mr. E. C. Redman, Mr. Charles J. Chastang, Mr. O. L. Teagarden, Mr. P. E. Masheter, Mr. James W. Shocknessy.

Absent: None.

The Chairman announced that a quorum was present.

A motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the minutes for the meeting of May 3, 1966, which had been examined by the Members of the Commission and on which the corrections suggested by the Members had been made, be approved without reading.

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

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

Nays: None.

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

The Chairman reported that the revenue for the month of May was approximately \$2, 578, 000, which was another record for the calendar month, being \$150, 000 in excess of the revenue for May in the last year and being the twenty-fifth consecutive month in which revenue surpassed that of the corresponding month in all preceding years.

The Chairman reported further that early in June the Trustee redeemed turnpike bonds in the amount of \$2,265,000, bringing the total redemptions during 1966 to \$2,273,000, leaving a balance outstanding of \$268,673,000, which was just under \$59,000,000 in bonds that had been purchased.

The Chairman reported further that there were four fatal accidents during the month of May. He said each resulted in one death. He said that for the first time in nine years a fatal accident occurred over the Memorial Day weekend. He said the accident occurred when the driver of one passenger car was preparing to stop on the shoulder to assist the occupants of a disabled car, misjudged his speed and struck the rear of the disabled vehicle.

The Chairman reported further that the Commission's program for landscaping which was discussed at the May meeting was taken note of editorially in some Ohio papers. He said the Toledo Blade of May 13 had an editorial "Beautifying the Turnpike" which said:

"Actually, the appearance of the turnpike never has been neglected -- in its design, its construction, its maintenance. It has been not only a tremendous economic asset to Ohio but also one of its adornments."

The Chairman said also that the Dayton Journal Herald of May 7 had an editorial entitled "Flowered Belt for Ohio" which said:

"Good for the turnpike boys. A flowered, shrubbed belt across Ohio. Let the competition for the most attractive turnpike in the nation begin."

The Chairman reported also that the Director of Highways and the Executive Director would go to Washington to appear Thursday of that week as witnesses before a special subcommittee on the Federal-Aid Highway Program of the Committee on Public Works of the House of Representatives of the Congress. He said he was interviewed by two representatives of that committee within the previous two weeks as also were the Director of Highways and the Executive Director and because it was determined that the Director and the Executive Director were more knowledgeable than he, it was decided that the Director and the Executive Director would appear before the Committee.

The Chairman reported further that the status of the construction of Interstate Route 71 was generally satisfactory with the exception of the condition which had developed with respect to certain piers on part of the con-

struction near downtown in the City of Cleveland, generally in the vicinity of the Jones & Laughlin Steel Corporation plant and the Cleveland Metropolitan General Hospital and Scranton Road and the Riverside Cemetery. He said that not in the whole construction of the turnpike nor in the construction of I-71 that far had he suffered the anxiety that he had suffered since the condition developed which he had mentioned. He said he and the Department of Highways were watching it, the Bureau of Public Roads had also been on twenty-four hour alert since the previous Wednesday, and the Governor had been as fully cognizant of the condition as he and the Department of Highways. He said a plan was laid out for developing the facts in the case. He said there was nothing definitive to say at that time, but that everything that could be done was being done to determine first, the extent of the damage; its cause, and then its correction. He said he had said before and he said again that the concern was not the schedule of completion of I-71 nearly so much as it was the safety and security involved. He said there was a factor of public safety involved in the problem which could not be overemphasized, which could not be overappreciated. He said that probably never in its total history had the Highway Department been confronted with so acute a problem fraught with as much jeopardy as it was confronted with in that case. The Director of Highways and the Executive Director indicated their agreement with the latter statement.

The Chairman said also that construction progress was satisfactory in all areas, even in the area of the problem but the progress was modified by the problem which had arisen.

The Chairman said that in the absence of questions the report of the Chairman would be accepted as offered. He said the report of the Secretary-Treasurer would be received.

The Assistant Secretary-Treasurer reported for the Secretary-Treasurer that since the last meeting the following had been sent to all Members:

1. Traffic and Revenue Report for April 1966.
2. Financial Statements as of April 30, 1966.
3. Draft of the minutes of the May 3, 1966 meeting.
4. Detail of investment transactions for May 1966.

The Assistant Secretary-Treasurer reported further that it was reported in the press the previous week that Kidder, Peabody & Co. Inc., a major New York securities concern, said it was taking over the business of B. J. Van Ingen & Co. Inc., one of the principal underwriters of Ohio Turnpike bonds, as

of June 1, 1966. He said a paid advertisement in the June 1 issue of The Wall Street Journal said "the business of B. J. Van Ingen & Co. Inc. will be conducted by Kidder, Peabody & Co. Inc. and Bernard J. Van Ingen, Jr. and Duncan C. Gray have been elected vice-presidents."

The Assistant Secretary-Treasurer said also that the Trust Agreement required certain actions on the part of the Commission with respect to the principal underwriters. He said that according to the Trust Agreement definition of "principal underwriters" if B. J. Van Ingen & Co. Inc. retired from active business leaving no successor the Commission would thereafter have only two principal underwriters. He said if Kidder, Peabody & Co. Inc. succeeded to the business of B. J. Van Ingen & Co. Inc. by assignment, merger or otherwise then Kidder, Peabody & Co. Inc. presumably would become a principal underwriter in the place of B. J. Van Ingen & Co. Inc.

The Assistant Secretary-Treasurer said he had discussed the matter with General Counsel and at the direction of the Chairman had written Squire, Sanders & Dempsey as fiscal counsel asking them to determine if Kidder, Peabody & Co. Inc. had become a principal underwriter under the terms of the Trust Agreement. He said the news article went on to say "once Kidder, Peabody takes over the business of the Van Ingen concern, the latter concern will be dissolved."

The Chairman said that in the absence of questions the report of the Secretary-Treasurer would be 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 met and had made recommendations with respect to general increases for the personnel of the Commission. He said the recommendations had been turned over to the Executive Director for further handling.

The Chairman said the Executive Director had approved the recommendations and had referred them to the Committee on Budget and Finance. The Executive Director said the general increase recommended was somewhere between eight and nine percent. He said it was not precisely the same in each category of employment. He said it was estimated that the cost of the increase for the remainder of 1966, effective July 1, would be \$155,000.

In response to a question by Mr. Chastang as to how the amount of the increase was arrived at, the Executive Director said the amount was the recommendation of the Committee on Employee Relations to the Executive Director. He said the mechanics of developing the amount perhaps

should be explained by that Committee, of which he was not a member. He said he had reviewed the recommendations with the Committee and had adopted them as his recommendations to the Committee on Budget and Finance. He said the recommendations were currently before the Committee on Budget and Finance for determination as to whether or not they could be financed. He said that when the budget for 1966 was adopted there were no funds allotted for increases in wages. In response to a question by Mr. Chastang he said the recommended increase was over and above the general increase that was effective January 1, 1965. Mr. Teagarden replied further to Mr. Chastang's question as to how the amount of the recommended increase was arrived at. He said the employees of the Commission had a committee, which was not a union, which represented all employees and which submitted to the Committee on Employee Relations its request for increases. He said the Committee considered the request and also went into the wages being paid in similar classifications of employment along the entire route of the turnpike. He said that in order to have some equitable starting point the Committee decided that instead of having five step-up classifications, as was currently the case, they would have only three. He said the Committee thought that anyone working for the turnpike would not require five years to become well qualified on their jobs - that they would be able to do their jobs in two or three years. He said the Committee therefore dropped the first two steps of the classifications of employment. He said the reason for that was that the Commission was losing so many employees because of the low wages. He said the Commission had not had much chance of bringing new people in because of the low wage scale and the Committee thought that by starting the classifications with the previous third step and at the same time increasing the amounts of the three remaining steps, the Commission might hold the employees it had in the upper classifications.

In response to a question by the Chairman, Mr. Teagarden said that the increase applied to all employees with the exception of three employees, the Executive Director, the General Counsel and the Comptroller, whose salaries were established by the Commission.

In response to a question by Mr. Chastang as to how the existing salaries paid by the Commission compared to salaries being paid by the Department of Highways to its employees and how the recommended new salaries for Commission employees would compare, the Deputy Executive Director said that the Committee on Employee Relations in its deliberations compared salaries paid by the Commission with salaries paid by other toll roads - the Indiana Toll Road, the Pennsylvania Turnpike and the New York State Thruway, and also with the labor market in the counties and cities along the route of the turnpike more so than it did with salaries paid by the State Highway Department. He said that the new salaries would be at a rough estimate about ten percent above classifications in the Highway Department that might be comparable.

Mr. Teagarden said the Commission was losing employees to industry. He said eleven toll collectors had been lost since the first of January 1966 and that most of those were ten-year men.

The Executive Director commented that the last session of the General Assembly adopted a new schedule for employees of the State which included some increases which would not be effective until July of 1967.

The Chairman said the Commission's policy had been not to be in competition with the State of Ohio on salaries for employees but rather to be consistent with the salaries paid by the State of Ohio. He said he would not want any salary schedule adopted by the Commission or made effective by the Executive Director which would place the State of Ohio in a disadvantageous competition.

Mr. Chastang said consideration should be given to the Department of Highways so that the Commission was not in a wage competition with the Department. Mr. Redman said he had raised that question with both Mr. Teagarden and the Executive Director who had replied that the competition was not with the Department of Highways but with new plants that were going up along the route of the turnpike. The Executive Director said employees of the Department of Highways were not coming to the Commission. He said the Commission had never given serious consideration to an application from an employee currently employed by the Department of Highways. He said the Commission had never been in competition with the Highway Department per se. He said the greatest competition with the Commission's maintenance group was the construction industry. He said the Commission did lose its trained maintenance men to contractors and lost its toll collectors to a great variety of positions. He said the Commission was a training ground for tabulating equipment operators and that every time it got some trained it lost them to higher salaries. He said the Commission was losing its personnel at a much greater rate currently than ever before. Mr. Chastang said he would accept the recommendation. The Chairman said he wanted to be assured the Director of Highways was satisfied. Mr. Masheter said he had not seen the records personally but he knew of no instance where the Department of Highways had lost personnel to the turnpike. He said the Department had a great turnover also and was also a training school so that he would not expect any adverse effects to employment by the Department.

Mr. Teagarden said the Committee on Employee Relations had endeavored to do what it considered to be a fair job to try and hold what the Commission had and, as vacancies should occur, to get good people. He said that when one stopped to consider what the Commission had in toll collectors, one did not want to put certain types of people on that sort of work. He said the Commission had had such good response from the public

on its toll collectors. The Chairman said the Commission had the best toll collecting organization in the United States without a doubt.

In response to a question by the Chairman to Mr. Redman as to whether he was approving the recommendations for the Committee on Budget and Finance, Mr. Redman answered in the affirmative.

The Executive Director said that currently the expenditures during 1966 were sufficiently under budget to cover the amount of the increase.

The Chairman said he gathered the consensus was that the Executive Director should proceed as the Committee on Employee Relations had recommended. The Chairman said that under the Commission's procedure the Executive Director was entitled to proceed without bringing the matter to the Commission. He said all salaries except the three salaries which were reserved to the Commission were at the discretion of the Executive Director.

The Chairman said the discussion on the salary matter disposed of the reports of both the Committee on Budget and Finance and the Committee on Employee Relations which were accepted as offered. He said the report of the Committee on Service Plazas would be received.

Mr. Teagarden reported for the Committee on Service Plazas that the contracts for remodeling the food service areas at Tiffin River, Blue Heron, Wyandot, Towpath and Glacier Hills Service Plazas were completed except for a few minor punch-list items early in May. He said that immediately thereafter the restaurant operators made their installation of new equipment and furnishings. He said all facilities were available for the Memorial Day holiday period. He said that work completed the food-service-area remodeling portion of the master plan. He said food service areas had been remodeled at 14 service plazas leaving only the two lowest-volume service plazas deferred for later consideration.

Mr. Teagarden said also that other portions of the 1966 remodeling program were progressing on schedule. He said that included in the schedule was the preparation of plans and specifications for truckers' showers at four service plazas and exterior and lobby treatment at one service plaza.

Mr. Teagarden reported further that a contract was awarded for furnishing and installing water usage control systems for rest rooms at Erie Islands, Vermilion Valley and Great Lakes Service Plazas on June 3. He said the contract was awarded to the low bidder, Floreske & Son, Inc. of Berea, Ohio in the amount of \$9,300. He said the work was to be completed on or before August 15, 1966 and could be performed with little inconvenience to the public.

Mr. Teagarden reported further that over the Memorial Day holiday period each service plaza was visited on at least two occasions during the peak hours by the Supervisor of Patron Services and the Assistant Supervisor of Patron Services. He said other staff members were also on the turnpike during the period and visited some service plazas. He said it was the general conclusion that the traveling public was well accommodated with but few exceptions. Mr. Teagarden said also that the restaurants were well staffed and only in rare instances where inexperienced personnel were involved were there any delays. He said housekeeping chores fell behind at some plazas during peak-volume periods but, with the passing of the peak, deficiencies were quickly corrected. He said managers of the newly remodeled restaurants reported that sales were better than any previous corresponding period and that the volume was handled so smoothly it did not appear to be as heavy as figures later indicated.

Mr. Teagarden said also the service station personnel performed an outstanding service job. He said there was practically no delay at any station at any time. He said it was the rare exception when more than two cars were in a pump lane. He said adequate manpower and use of the dual pumps made that possible.

Mr. Teagarden reported further that since the new service station contracts became effective in October of 1965 he had been closely following and reporting increases in revenue from that source. He said that for the first four months of 1966 the revenue was \$175,396 greater than in the first four months of 1965, representing an increase of nearly 35 percent. He said the month of April alone boosted the increase by \$73,267.

The Chairman said that that did not answer his concern about restaurant income. He said the gasoline income had gone up but the Commission had not had a comparable increase in restaurant income. He said its restaurant income had not, comparably, risen with the increase in traffic and he thought that required analysis. The Executive Director said that was being currently analyzed. The Chairman said the Commission's income from service plaza restaurants was just barely meeting its own competition with other years. He said the same thing was true of truck traffic. The Executive Director said that one must take into consideration with respect to truck traffic that the revenue per vehicle was increasing continuously. He said truck volumes were not increasing as rapidly as was the revenue because of the trend to heavier loads. He said 1965 was a difficult year to compare truck volumes with because truck traffic experienced more than normal growth in 1965 compared to previous years. He said he thought truck volumes were progressing normally, taking into consideration more than one year at a time.

The Chairman said the Executive Director was saying that over a five year as compared with a one year comparison, the development of truck traffic was normal. He said he was not sure about that and he thought it needed analysis.

The Executive Director said the staff was going into the restaurant problem pretty much in depth. He said there were a great many influences on the use of the restaurants and each one required some investigation. The Chairman said the Commission invested money in restaurants and changed the pattern of service in restaurants but had not increased the volume in restaurants comparable to the attention the Commission had given restaurants and he would like to know just why. He said he would like to see some result from the Commission's investment and from the improved service in itself. He said the Commission was giving better service but it ought to be feeding more people than it was feeding. He said he would like to have in the record an analysis of the restaurant business which would show the effect of such things as short trips where restaurant service would not be needed. The Executive Director said an analysis was being prepared.

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

The Chairman of the Committee on Interchange Development, Mr. Chastang, said the report of the Committee would be given by the Executive Director.

The Executive Director reported for the Committee on Interchange Development that there were currently under construction by the Department of Highways four crossings of the Ohio Turnpike. He said they were Interstate Route 75 in Wood County, I-71 in Cuyahoga County, Interstate Route 77 in Summit County, and State Route 11 in Mahoning County. He said the crossing of the turnpike by I-75 presented no problems at the time. He said steel had been erected on the twin bridges and no further work would be permitted that would interfere with turnpike traffic until after Labor Day.

The Executive Director said also that the I-71 crossing and interchange were progressing a little ahead of schedule and the toll plaza contract was on schedule. He said special permission had been granted the contractor to proceed with a portion of the work required to connect the acceleration and deceleration lanes of the new interchange to the turnpike. He said final phases of that work, because of turnpike traffic, could not be completed until after Labor Day.

The Executive Director said also that it had been hoped to have the turnpike traffic on a temporary road in connection with the crossing of the turnpike by I-77 by that time but weather had delayed grading operations and a special arrangement had been worked out with the Department of Highways and its contractor to permit the work to go forward during the summer months. He said there would be some interference with the free flow of turnpike traffic but it would not be serious or unusual.

The Executive Director said also that the contract for the crossing of the turnpike by State Route 11 had just been awarded and the state's contractor had not moved in on the project. He said the contractor would not be permitted to do any work that would interfere with turnpike traffic until after Labor Day.

The Executive Director showed to the Members an aerial photograph of the interchange between the Ohio Turnpike and I-71 made by the Department of Highways and presented to the Commission by Mr. Masheter. The Chairman thanked Mr. Masheter.

The Chairman said that in the absence of questions the report of the Committee on Interchange Development was accepted as offered. He said the report of the Committee on Safety would be received.

The Executive Director reported for the Committee on Safety that it was still in the fact finding area. He reported also that the Commission had received a letter addressed to the Chairman from the Director of the Ohio Department of Natural Resources, Mr. Fred E. Morr, offering to cooperate with the Commission in a study of deer-accident problems. He said the Commission would, of course, accept.

The Executive Director said deer accidents on the turnpike comprised about two percent of all accidents. He said Mr. Morr had suggested locating mirrors at points of deer crossing to reflect head lights of vehicles into the nearby wooded areas. He said the theory was that the deer's eyes would pick up the light and that the deer would not cross the highway while a vehicle was passing through. He said there were 21 deer accidents in 1965 and proportionally such accidents were not increasing.

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

The Executive Director reported that the staff had had under consideration for some time a request from the mobile home industry for a concession

in the permit fees charged for oversize vehicles using the Ohio Turnpike and a request from the disabled-vehicle contractors for an increase in the service call charge from \$3.00 to \$5.00. He said a conference of the staff to consider those two matters, as well as several secondary matters, was held on May 20, 1966 and that minutes of that conference had been sent to the Members under date of May 31, 1966.

The Executive Director said also that the existing schedule of permit fees was adopted in 1954 and was at that time of little concern to the mobile home industry because for all practical purposes the majority of mobile homes were of legal width and length. He said that since that time, however, mobile homes had been increasing steadily in width, length and numbers. He said that less than one percent of the new mobile homes shipped in the last quarter of 1965 were of legal length and width. He said the corollary was that 99% of those shipped were oversize. He said that while mobile home traffic currently was not a matter of serious concern the trend to larger homes and more numerous homes coupled with the increasing traffic on the turnpike made it inevitable that more restrictive controls than currently effective would be in order in the future. He said those controls would in all probability include greater limitations on time of day and day of week that any oversize vehicle might use the turnpike. He said that currently the use of the turnpike by any vehicle greater than ten feet in width was limited to the daylight hours on Monday through Friday and until noon on Saturday. He said that such vehicles were not permitted to move on holidays or on the day before or the day after holidays.

The Executive Director reported further that with respect to the request of the disabled vehicle operators to increase the service fee the existing fee had been in effect since 1955. He said that in an effort to retain the fee at the 1955 level the Commission and the operators had adopted alternative procedures to effect economies. He said the operators were currently faced with manpower problems in a highly competitive labor market and their economies had resulted in limitations on operations and equipment replacement to the extent that relief must be granted if the service was to be maintained. He said studies indicated that the request was reasonable and should be granted.

The Executive Director said also that if there were no objections to proceeding in accordance with the recommendations of the staff, the request of the mobile home industry for concessions in permit fees would be denied and the request of the disabled vehicle operators for an increase in service charge would be approved.

The Executive Director said also that the study of the request of the mobile home industry indicated a need for a review of permit fee schedules. He said the character of permit traffic and its relationship to volumes had

changed substantially since 1954 and a review of the schedule was in order. He said the staff would proceed with that study and would report its findings and recommendations.

The Executive Director said the Deputy Executive Director would report on the status of construction contract 78-C.

The Deputy Executive Director reported that the contract for widening and resurfacing of the original construction section C-16 extending from the Cuyahoga River bridges to and including interchange No. 11 between mileposts 173 and 177 was progressing better than would be expected in light of the many rainy days experienced during the spring. He said the contractor and his sub-contractors had been quite ingenious in rearranging schedules and work activities so as to keep the overall project progressing toward the earliest possible completion date.

He said the repair of the existing concrete pavement, curbs, medial dividers and catch basins was approximately 95 percent completed. He said the resurfacing of the eastbound roadways was 100 percent completed. He said the resurfacing of the interchange should be 100 percent completed by the end of that day.

The Deputy Executive Director said also that the earthwork operation for the third lane, medial crossovers, under drains and culvert extensions had been seriously delayed, thus delaying the construction of the third lane and resurfacing of the westbound roadway.

He said the overall project was approximately 44.5 percent complete. He said the contract was supposed to have been completed July 1, 1966 but would probably require an additional two weeks to complete.

The Deputy Executive Director said also that the project was so tightly scheduled and the work phases so coordinated that a delay in any work item would adversely affect the plan for maintenance of traffic. He said the scheduled maintenance of traffic plan was no longer followed but was handled on a day-to-day basis commensurate with the work the contractor could perform. He said that prior to May 23 during working hours dawn to dusk Mondays through Tuesday and dawn to 2:00 P. M. on Fridays traffic was maintained in a single lane in each directional roadway. He said that between May 23 and June 2, during working hours only, the eastbound roadway was closed to through traffic from a median crossover in advance of Exit 11 to a median crossover beyond the Cuyahoga River bridges - a distance of slightly over four and one-half miles. He said eastbound traffic was directed by traffic signs, paint lines and traffic cones

over the median crossover onto a ten and one-half foot portion of the normal driving lane of the eastbound roadway. He said the westbound traffic was channeled into a ten and one-half foot lane utilizing the outside strengthened shoulder. He said the two-way traffic was separated by paint lines and traffic cones spaced at about one hundred-foot intervals throughout the entire project.

The Deputy Executive Director said also that when the contractor should be ready to begin resurfacing the westbound roadway and erecting steel for the Black Road bridge two-way traffic would be maintained on the eastbound roadway. He said that because of the 3.14 percent downgrade on the eastbound roadway two lanes would be provided for traffic for westbound travel because westbound travel would be coming upgrade. He said there would be only a single lane for eastbound travel.

The Deputy Executive Director said also that during the hours of darkness and over all week ends and holiday periods two traffic lanes had been and would be maintained on each directional roadway. He said lane lines and edge lines had been painted on the roadway surfaces even though they served traffic only a few days and were later covered with a base resurfacing course or a final resurfacing course. He said a disabled vehicle service wrecker was being provided at the expense of the Commission on a standby basis in the middle of the construction zone whenever a directional roadway was being used for two-way traffic. He said vehicles that became disabled within the two-way traffic zone were immediately towed from the zone at no cost to the travelers. He said the Highway Patrol was making frequent trips through the construction zone to regulate and control traffic as well as to handle any emergency. The Deputy Executive Director said also the Commission's maintenance forces were likewise cruising through the construction zone to reset traffic cones which might become knocked over and to report pavement failures in those areas where the shoulders were used for travel. He said that when a directional roadway was closed all overwidth vehicles were required to get off the turnpike at Exits 10 or 12 or to lay over at a service plaza until darkness when both roadways were again opened to travel. He said that for the duration of the project overwidth vehicles were being permitted to travel during hours of darkness between the service plazas immediately before and beyond the construction zone.

The Deputy Executive Director said also that through traffic had not been required to stop at any time nor was it expected that any traffic stoppages would be required because of the construction. He said the speed limit was reduced to 40 miles per hour during working hours and at other times when there was a potential hazard due to the stage of construction. He said handling of the interchange traffic had been more complex and it had been necessary to stop that traffic for short intervals in critical areas. He said

temporary ramps had been provided but even so some construction operations required brief traffic stoppages. He said the final resurfacing course which was being put in place that day would end that traffic stoppage.

The Deputy Executive Director said also that the traveling public had accepted the inconvenience quite well. He said the Commission had received no letters of complaint and only an occasional oral complaint was registered with a toll collector. He said several telephone calls had been received inquiring whether Exit 11 was closed. He said the interchange had never been closed, that it was merely a case that the travelers did not read or comprehend the temporary signs announcing where traffic should turn for exit at that interchange.

The Deputy Executive Director said also that except for an occasional confused driver traffic had been handled safely and expeditiously. He said there had been only one minor property-damage traffic accident in the construction zone involving a patron's vehicle that might have been in part attributable to construction. He said that patron was crowded during a passing movement and went through the coned off area and dropped into a sixteen inch cut along the edge of the pavement.

The Deputy Executive Director said also that as an example of the patrons' satisfaction with maintenance of traffic, the security officer for Consolidated Freightways, which used Exit 11 for make-up and break-up of tandem trailer combinations, advised that "It is unbelievable how well the contractor was able to perform that much work in such a short time and cause us not a minute of delay or hazard".

The Chairman said that in the absence of questions the reports of the Executive Director and Deputy Executive Director were accepted as offered. He ascertained that there would be no reports by the Director of Highways, or by General Counsel, or by the Consulting Engineers. He said the report of the Director of Information and Research would be received.

The Director of Information and Research reported that since racks to display travel information had been placed in all the service plaza restaurant lobbies the Commission's maps had been going out quite rapidly and would probably continue to do so through the summer and that a single card with a map of the turnpike on one side and information about the turnpike on the other side was being prepared for printing in the reproduction shop at the Commission's Berea headquarters to see whether such cards would fulfill the informational need of the people who were on the turnpike.

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

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

Resolution No. 11-1966

"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 May 3, 1966, 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 May 3, 1966 hereby are ratified, approved and confirmed."

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

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

Nays: None.

The Chairman declared the resolution adopted with all Members voting in the affirmative. The resolution was identified as No. 11-1966.

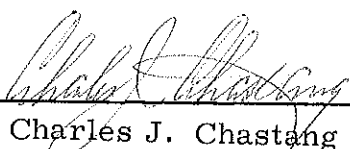
There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Redman, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:30 P. M.

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


Charles J. Chastang - Sec. - Treas.