

MINUTES OF THE TWO HUNDRED AND SEVENTH MEETING  
May 2, 1967

Pursuant to bylaws the Ohio Turnpike Commission met in regular session in the conference room of the Ohio Department of Highways Building at 139 East Gay Street, Columbus, Ohio at 11:00 A. M. eastern daylight savings time on May 2, 1967 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; 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. Redman, Mr. Chastang, Mr. Teagarden, Mr. Shocknessy.

Absent: Mr. Masheter.

The Chairman announced that a quorum was present. He said Mr. Masheter was being represented by Mr. J. W. Wilson, First Assistant Director of Highways.

A motion was made by Mr. Chastang, seconded by Mr. Redman, that the minutes for the meeting of April 4, 1967 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, Redman, Teagarden, Wilson, Shocknessy.

Nays: None.

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

The Chairman reported that Director Masheter had been selected as one of the "Top Ten Public Works Men-of-the-Year" for 1967 by Kiwanis International and the American Public Works Association. He said the recognition award would be presented to him at a dinner in Los Angeles on May 12. He said only 70 other men had received the award. He asked the Secretary-Treasurer on behalf of the Commission to write a letter to Director Masheter and offer him the congratulations of the Commission on being given the award. He said a better man could not have been chosen.

The Chairman reported further that revenue for April was \$2, 337, 000, or \$221, 000 less than for April 1966 due to the combined effect of the occurrence of the Easter weekend in March instead of in April and the decline in truck traffic as the result of labor management disputes in the trucking industry. He said the influence of Easter in March was well demonstrated when revenue was \$318, 000 greater than in March of 1966. He said the April experience cut the 35 month record of revenue which exceeded that of corresponding months in previous years and there was not likely to be another 35 month record in a long while because in 1968 the Easter weekend would come in April and that would take care of March.

The Chairman said further that revenue for the first four months of 1967, despite April, was greater than in any corresponding period in any previous year. He said income for the period in 1967 was \$8, 479, 000, or \$295, 000 more than the revenue for the first four months of 1966.

The Chairman reported that there were no fatal accidents on the turnpike in April.

The Chairman reported that the Commission was advised that the New York State Thruway Authority was completely rebuilding eastbound lanes pavement on eighteen miles of the New York State Thruway from west of Dunkirk to the New York - Pennsylvania line. He said the Commission was further advised that the Pennsylvania Turnpike Commission was reconstructing fifteen miles of the Pennsylvania Turnpike in the original section of that toll road.

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 & Revenue Report for March 1967.
2. Financial Statements as of March 31, 1967.
3. Expense & Budget Report, First Quarter 1967.
4. Draft of the minutes of the April 4, 1967 meeting.
5. Detail of investment transactions for April 1967.

The Chairman said the report of the Secretary-Treasurer was accepted as offered. He said the report of the Committee on Budget and Finance would be received.

The chairman of the Committee on Budget and Finance, Mr. Redman, reported that for the first quarter of 1967 the actual expenses were under budget by more than \$100,000.

Mr. Redman reported further that he had a meeting with the Comptroller at Berea the previous week to review proposals with respect to the data processing problem. He said a plan of action was adopted to first make determination as to whether the recommended equipment could do the job. He said there was a prospective savings of about \$165,000 over eleven years by the adoption of one of the two recommended machines. He said some test running would be performed within the coming two or three months to determine whether the machines could do the job.

The Chairman said the report of the Committee on Budget and Finance was accepted as offered. 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 the Commission's Consulting Engineers, the J. E. Greiner Company, had agreed to undertake a study of the service plaza facilities to determine the foreseeable future needs. He said the study would consist of several phases. He said only the first phase was to be dealt with at that time. He said the first phase would include the assembling of basic traffic and other pertinent data, conducting certain special surveys, measuring possible changes in the traffic pattern as a result of the opening of various segments of the Interstate System of Highways, and the analysis of all those data to determine where and when additional facilities would be needed.

Mr. Teagarden said also that the eight pairs of service plazas constructed with the turnpike provided ample capacity for five or six years of operation. He said that beginning in 1960 the demand began exceeding the practical capacity on high-volume days at some service plazas. He said a remodeling program initiated in 1963 permitted an increase in capacity at seven pairs of service plazas. He said greater numbers could be handled in less time. He said it currently appeared that demand was again approaching a practical capacity at some plazas.

Mr. Teagarden said also that in the eleven year period of operation traffic volumes on the turnpike had increased 70% in comparing 1966 with

1956; service stations gallons-of-fuel-sold increased 57%; and restaurant gross sales increased 50%. He said statistics on the number of customers would be more useful for studying restaurant capacities but unfortunately such information was not kept by the restaurant operators. He said the Commission's staff, however, did conduct a few sample type surveys of restaurant customers. He said a six day customer count made at each of six select service plazas in 1960 when compared with a repeat count in 1966 showed an average increase of 32%. He said those percentages represented a significant growth and flashed a warning that the Commission might soon need additional facilities. He said that in keeping with the Commission's constant effort to establish and maintain high standards for the turnpike and its facilities the study of needs was being initiated.

The Chairman said that not later than October 1, 1967 the Consulting Engineers must have ready their recommendation for additional service plaza facilities and not only the recommendations for additional facilities but also a plan for them. Mr. Harnden said a site plan would be included with the report. He said the Consulting Engineers would first make a survey of traffic needs at various places and a traffic survey of the proposed interstate routes and where they were going to deliver people to the restaurants. He said at the same time it would be necessary to develop some locations which would be suitable for new facilities and along with that select an arrangement for the buildings; i. e. , one building over the road or one building on either side of the road. Mr. Harnden said also that contracts could be let by spring of 1968, which would permit the facilities to be in operation in 1969.

The Chairman said the Commission had a bad restaurant situation with congestion facing it for the next two years. He said there was no doubt in his mind but that the existing facilities were inadequate. He said two or three sets of plazas were overbuilt leaving five or six sets of plazas which were underbuilt. He said a decision should be made about what to do with those facilities which were overbuilt. He said he thought some different form of feeding in that area had to be devised. Mr. Harnden said that another consideration was that the existing restaurant contracts had rather short lives which might complicate matters. He said each operator had a different idea about how he wanted to operate and did not want to spend the money for much equipment for a short life.

The Chairman said the major problems the Commission had in operation of the Ohio Turnpike were the problem of the maintenance of the highway itself and its resurfacing and construction areas and the problem of the service plazas which was serious and which the Commission continued to delude itself about. He said the Commission had been remiss in not being

more aggressive about additional facilities. He said the problem was acute and could not be remedied for two years. He said the Commission had got two bad seasons to go through, two heavy years before it could get anything done about the plazas. He said a third major problem was the labor situation, which had a potential of explosion.

The Chairman said also that if the Ohio Turnpike revenue bonds were paid off in 1979 or 1980, the Commission would be building facilities that the State of Ohio would have to operate within the limits of the state highway system in approximately ten years. He said a ten year useful life was legitimate because in private business those facilities would be phased out in about seven years.

Mr. Redman said that he and Mrs. Redman had been on the turnpike the previous week and had found conditions at Blue Heron and Middle Ridge Service Plazas of which he was ashamed. He said he thought all of the surveys and research the Commission would do would not avail it anything unless there was adequate help in the service plazas. He said both places had dirty dishes on the tables, that at one plaza the restaurant was out of food, the coffee was cold, and there was nobody at the cash register. He said Mrs. Redman put a quarter in a vending machine and the machine was out of the merchandise she desired but her money was not returned. He said that if the service they encountered was the kind the operators were providing he thought the operators would have to get more help some way.

Mr. Hartford said the conditions reported by Mr. Redman were inexcusable. Mr. Teagarden said he was going to talk to the president of the company which operated the restaurants involved.

Mr. Chastang and Mr. Shocknessy suggested the Commission should perhaps hire outside shoppers to supplement the surveillance efforts of the Commission's Supervisor of Service Plazas and his assistant. Mr. Teagarden said he would like to see some outside shoppers used. The Executive Director said he had a former restaurant owner and operator under consideration for just such surveillance.

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 Employee Relations would be received.

The chairman of the Committee on Employee Relations, Mr. Teagarden, said he had nothing to report beyond that which the Chairman had already mentioned with respect to the labor problem on the turnpike. The Chairman 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 presented by the Executive Director. The Executive Director reported for the Committee that at its meeting on June 8, 1965 the Commission authorized an agreement with the State of Ohio for the construction of twin bridges over the Ohio Turnpike in connection with the crossing of the turnpike by Interstate Route 75 in Wood County, and on May 3, 1966 the Commission authorized a similar agreement for the construction of twin bridges over the turnpike in connection with the crossing of the turnpike by Interstate Route 475 in Lucas County. He said both of those projects as they might affect traffic on the turnpike were expected to be fully completed by the end of the current week.

The Executive Director reported further that the plans for the crossing of and the connection with the Ohio Turnpike by Interstate Routes 80 and 80S in Mahoning County were nearing final form and he anticipated that project would be under construction in 1967. He said the connection was destined to be one of the busiest if not the busiest interchange on the turnpike and there was under study currently the Commission's needs at that location with respect to toll collection facilities. He said the plans for the highway project included the grading for the toll plaza area.

The Executive Director reported further for the Committee that at its meeting in April 1967 the Commission authorized the execution of an agreement with the Director of Highways covering the construction of a second bridge over the turnpike to accommodate the conversion of State Route 795 in Wood County from a two lane highway to a four lane divided highway. He said that agreement was executed under date of April 14, 1967.

The Chairman said the report of the Committee on Interchange Development was accepted as offered. He ascertained there would be no report by the Committee on Safety. He said the report of the Executive Director would be received.

The Executive Director reported that at the meeting on April 4, 1967 the Commission authorized an award to the Northern Ohio Paving Company of Contract 88-C for the resurfacing of original Contracts C-22, 23, and 24. He said pursuant to that authority a contract was awarded the following day. He said a pre-construction conference was held April 10 and that the contractor moved onto the job immediately thereafter. He said the contract was currently in full progress and, if everything progressed as rapidly as planned, the project should be completed except for water-proofing the bridge decks by the 1st of July 1967. He said work on the bridge decks would be deferred until after Labor Day.

The Executive Director reported further that contracts were awarded on February 9, 1967 for the construction of men's shower room additions at Wyandot, Vermilion Valley, Portage and Brady's Leap Service Plazas. He said all four projects were under construction and were progressing; however, some delays were occasioned by difficulties in the trucking industry. He said the foundations for all four additions were completed and the brick work for walls should be in progress, weather permitting.

The Executive Director reported further that bids were opened on February 7, 1967 for the additions and alterations to the Hiram and Elmore maintenance buildings and contracts for construction were awarded February 15. He said construction was under way on both contracts. He said foundations for both additions were completed and the structural steel for the Hiram addition had been erected. He said the steel for the Elmore addition had not been delivered to date.

The Executive Director reported further that at the request of the staff of the Indiana Toll Road Commission a conference was held in Berea on April 18 and 19, 1967. He said the purpose of the conference was to discuss problems of mutual concern and to exchange ideas relating to the operation of the two roads. He said attending from Indiana were the General Manager, Mr. Robert A. Tillett; Chief Engineer, Mr. L. G. Roll; Assistant General Counsel, Mr. Robert McMahan; and the Comptroller, Mr. Thomas A. Miller. He said attending also were Mr. Harry Brown, resident engineer for the J. E. Greiner Company assigned to the Indiana Toll Road Commission. He said attending from the Ohio Turnpike Commission's staff were the Deputy Executive Director, the Comptroller, the Director of Information and Research, the Chief Engineer, and himself. He said Mr. Harnden represented the Consulting Engineers. He said the consensus of all conferees was favorable to the results obtained.

The Executive Director said also that a matter of mutual concern arose from applications received by both authorities from several trucking companies to employ triple tandem trailers in operating on the two roads. He said that would be a tractor pulling three 27-foot semi-trailers. He said the Commissions did cooperate in permitting several test runs of that type combination and although those tests were made without incident they were made under controlled circumstances and ideal weather. He said there was a complete lack of enthusiasm by the operating staffs on the two toll roads for that type operation.

The Executive Director said also that following consideration of all aspects of triple tandem trailer operations he addressed a letter to Mr. Tillett under date of April 21, 1967 advising him that he was unwilling, at

that time, to recommend to the Ohio Turnpike Commission that that type of operation be permitted on the Ohio Turnpike but was not unwilling to work cooperatively with the engineering department of the American Trucking Associations, Inc. in exploring the proposition provided the American Trucking Associations initiated such a request.

The Executive Director said also that the Indiana Toll Road Commission made a similar determination at its meeting on April 25, 1967. He said that, accordingly, it would appear that there would be no further activity in that area unless the American Trucking Associations, Inc. was willing to sponsor further testing.

The Executive Director reported further that eastern daylight saving time became effective on the turnpike at 2:00 A. M. Sunday, April 30, 1967. He said that was the first time in almost twelve years of turnpike operation that the entire turnpike was covered by daylight saving time. He said that theretofore approximately one-half of the turnpike passed through areas observing daylight saving time and the other one-half remained on eastern standard time. He said the Commission was currently relieved of the task of adjusting schedules of work to meet, as nearly as possible, the problem of operating within two time zones.

In response to a question by Mr. Redman, the Executive Director said that currently there were two automatic ticket dispensers in operation on the turnpike and by summer there would be five dispensers in operation. He said they were being or would be used at Eastgate Terminal, Cleveland (No. 11) Interchange; Stony Ridge-Toledo (No. 5) Interchange; Maumee - Toledo (No. 4) Interchange; and Westgate Terminal. He said the dispensers operated all right but could only process passenger cars, i. e., two-axle vehicles. He said they could not be used to dispense tickets for trucks because of the nine classifications of vehicles for toll purposes. He said there was the possibility in connection with the new interstate highway which would connect into the Ohio Turnpike just south of Youngstown that something might be worked out to make trips between that point and Eastgate completely automatic with respect to both dispensing tickets and collecting tolls.

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

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



Resolution No. 9-1967

"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 April 4, 1967, 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 April 4, 1967 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, Wilson, Shocknessy.

Nays: None.

The Chairman said the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 9-1967.

The Chairman said the Commission would meet again at 139 East Gay Street in Columbus on June 6, 1967 at 11:00 o'clock eastern daylight savings time.

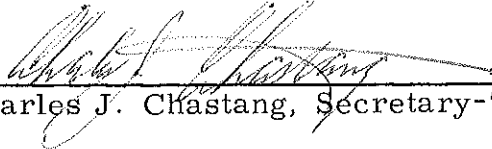
There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Redman, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:02 P. M.

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

  
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Charles J. Chastang, Secretary-Treasurer