

MINUTES OF THE TWO HUNDRED AND TENTH MEETING  
September 5, 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 September 5, 1967 with the key members of the staff; a representative, Mr. H. A. Harnden, of the Consulting Engineers; a representative, Mr. Robert H. Bartholomew, of the Trustee; the I-71 Liaison Engineer of the Ohio Department of Highways, Mr. A. V. Johnson; 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: Redman, Chastang, Teagarden, Masheter, Shocknessy.

Absent: None.

The Chairman announced that a quorum was present. A motion was made by Mr. Chastang, seconded by Mr. Redman, that the minutes for the meeting of July 11, 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, Masheter, Teagarden, Shocknessy.

Nays: None.

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

The Chairman reported that approximately \$4, 037, 000 was received in August 1967 from operation of the Ohio Turnpike, which was the second highest for any month in the history of the turnpike. He said the amount was surpassed only by the \$4, 161, 455 received in August 1966 when additional traffic was diverted to the turnpike during the national airline strike which lasted most of that month.

The Chairman said further that a new all-time monthly record was established in August for commercial toll revenue. He said the estimated

\$1, 091, 000 received from operators of trucks and buses during the month exceeded the \$1, 068, 364 reported in August 1966.

The Chairman reported also that bond retirements during July were \$38, 000 and during August were \$3, 788, 000, a total of \$3, 826, 000, which brought the outstanding bonds to \$249, 210, 000. He said it was estimated that during September retirements would be about \$4,015, 000, which would bring the balance to \$245, 000, 000, and that by the end of the year the balance would be under \$240, 000, 000.

The Chairman reported also that the first employee of the Commission to attain 15 years of service was the Comptroller and Assistant Secretary-Treasurer, Mr. John Soller, who completed 15 years on August 4. He congratulated Mr. Soller. He said that on the 31st of August the Executive Director, Mr. C. W. Hartford, became a 15-year employee and at the same time the Deputy Executive Director, Mr. Russell S. Deetz, and the Director of Information and Research, Mr. James D. Hartshorne, became 15-year employees. He said that on the 21st of September the Commission's auditor, Mr. Walter O'Grady, would complete 15 years of service. The Chairman said Mr. Hartford had had a brilliant tenure as Executive Director and he congratulated him on the service he had rendered and on the Commission's records he had helped establish. He also congratulated Mr. Soller, Mr. Hartshorne, and Mr. Deetz and asked that the felicitations and congratulations of the Commission be conveyed to Mr. O'Grady. The Chairman said he thought it was a great record and an example of the spirit which had been exemplified by the Commission that key employees had been with it from its very inception as an active organization.

The Chairman invited Mr. Johnson to tell about the status of Interstate highways in Cuyahoga County and the status of Interstate 71 in Hamilton County.

Mr. Johnson said that Interstate 71 currently had its northern terminus in the City of Cleveland at West 117th Street and Bellaire Road and had reached a status where it was ready to provide service on eastward to West 25th Street. He said provision of service on downtown from West 25th Street involved difficulties since the area concerned was that where a serious setback was suffered in June of 1966 when six sets of piers on the large double-deck bridge in that area were wrecked by a ground movement and when there was also movement in the four silos of the power plant of the Cleveland Metropolitan General Hospital.

Mr. Johnson said further that the damaged piers were not being removed but new sets of piers were being built around the damaged piers

so that all of the structural loading would be taken by new underpinings and by collars of concrete around the existing columns. Mr. Johnson said further that although the bridge would not be ready to carry northbound traffic during 1967 it was expected that both northbound and southbound traffic might be carried through the area by using the southbound lanes before the end of 1967.

Mr. Johnson said further that there was a considerable amount of work still to be done on I-71 in Hamilton County which was already open to traffic as far south as Montgomery Road. He said there was a considerable length of the highway still under design and full completion of I-71 in Hamilton County would require at least two more years and perhaps three.

Mr. Johnson said also that in Cuyahoga County three projects of Interstate Route 77 were under construction including the one giving access to the Ohio Turnpike. He said sections of Interstate Route 80 and Interstate Route 90 in Cuyahoga County were in the advance-plan status. He said Interstate Route 290, the Clark Freeway, probably would be the last one in the Cuyahoga County area to be completed. He said a proposal had been made by the Federal Highway Administration to provide extra width in the median of I-90 in western Cleveland and western Cuyahoga County to accommodate rapid transit but that the Department of Highways had recommended proceeding without it. He said the matter was in the hands of the Federal Highway Administration.

Mr. Masheter said Mr. Johnson had done an excellent job of briefing. He said the earth slippage that had damaged the double-deck bridge was something no one had any idea would happen. He said water was an influence and the Department of Highways had commissioned a survey to determine whether there was water seepage from water mains, sewers, etc. He said a double-deck bridge was decided upon to save a great deal of tax dollars and perhaps to save a steel company for the City of Cleveland.

The Chairman thanked Mr. Johnson for his report.

The Chairman reported also that over the Labor Day week end there were 23 accidents on the turnpike, none of which appeared to be serious. He said the previous Labor Day week end was the worst in the history of the turnpike because of a bizarre accident.

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

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

1. Traffic and Revenue Reports for June and July 1967.
2. Financial Statements as of June 30 and July 31, 1967.
3. Budget Report, First Half 1967.
4. Concessionaires Report, First Half 1967.
5. Detail of investment transactions for July and August 1967.
6. Accountants' Report, Financial Statements, June 30, 1967.
7. Draft of the minutes of the July 11, 1967 meeting.

The Assistant Secretary-Treasurer reported also that late in September payment of wages and salaries would be shifted from a semi-monthly basis to a bi-weekly basis.

The Chairman said that in the absence of questions, 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 a meeting was scheduled the following Monday at Berea to review the 1968 budget and also to give further consideration to the data-processing problem.

The Chairman said that in the absence of questions, 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, said the Consulting Engineers would submit their progress report on the study of the need for more service plazas.

The representative of the Consulting Engineers, Mr. Harnden, read the following report prepared by Mr. N. M. Lawler under date of August 31, 1967:

"C-1073-1.0

MEMORANDUM

TO: Mr. H. A. Harnden

FROM: Mr. N. M. Lawler

RE: Ohio Turnpike Service Plaza Needs Study  
Progress Report

"Since our last report to the Commission, we have completed estimates of future traffic for the Turnpike reflecting proposed highway construction and planning for northern Ohio to the year 1980. These estimates have been premised on current estimates of traffic prepared by the Ohio Department of Highways.

"Based on the review of previous studies of service plaza patronage and field surveys conducted by our personnel during the study, patronage demands and plaza needs have been developed using traffic projections for 1970, 1975 and 1980.

"Completion of the Interstate System of Highways in northern Ohio and the proposed connections to the Ohio Turnpike, coupled with a continuation in the normal growth of traffic, both inter- and intrastate, will place such demands during peak traffic periods on present facilities that an increase in service facilities appears desirable in order to provide a high level of service to Ohio Turnpike patrons.

"During August, layouts have been prepared for a series of alternate plaza designs which would supplement and expand existing plazas in terms of providing services which can be anticipated to be required.

"These include plazas in which the restaurant would be situated over the road to serve both directions of traffic and, also, those in which a single restaurant situated on one side of the roadway would serve traffic in both directions. Estimates of construction cost based on current prices are also being prepared for the purpose of comparison.

"General site locations have been selected based upon anticipated needs. Site locations will be established this week and

preliminary estimates and costs prepared in terms of the recommended plaza development program. The final field reconnaissance for site selection will be confined to two new plaza locations, as follows:

Between the proposed I-80 connection west of Interchange 15 and the Portage and Brady's Leap Plazas, and

Between the Middle Ridge - Vermilion Valley Plazas and the Erie Island - Commodore Perry Plazas.

"The review of patronage, services and revenues at the existing western plazas, in terms of both previous and projected demands, is continuing. Traffic passing these plazas is estimated to double by 1980, indicating a continued need for all patron services at the existing sites. The extent of these services and means of providing them are still being reviewed."

There was considerable discussion about complaints of slow service at certain service plazas, particularly Great Lakes and Towpath plazas in the Strongsville area, and the Middle Ridge and Vermilion Valley plazas in the Elyria area on Saturday, September 2. The Executive Director said the exodus of summer help started early in August even among Ohio Turnpike employees and that on the morning of September 2 five of six people scheduled for work in the dining room in the Great Lakes Plaza did not report for work. Mr. Teagarden said something would have to be done in future years. The Chairman said the staff of the Commission must meet with the restaurant and gasoline station operators concerned to go over the situation and prepare for 1968.

The Chairman said that in the absence of further questions the report of the Committee on Service Plazas was accepted as offered. He ascertained there would be no report by the Committee on Employee Relations. He said the report of the Committee on Interchange Development would be received.

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

The Executive Director reported for the Committee on Interchange Development that traffic to and from Interstate Route 90 via Interstate Route 271 plus transfers of traffic from the North Olmsted (No. 9) interchange to the Strongsville-Cleveland (No. 10) interchange had necessitated

some temporary lanes at the Strongsville-Cleveland interchange and at the Akron (No. 12) interchange. He said the temporary solution could not be tolerated and the Consulting Engineers were preparing plans for an additional permanent lane at each of No. 10 and No. 12 interchanges. He said that when the new Strongsville-Cleveland interchange was built an extra lane was added but traffic developments demonstrated that the new interchange was already under-built. He said the permanent lanes should be in operation by May 30, 1968.

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, of which he was the Chairman, would be given by the Executive Director.

The Executive Director reported for the Committee on Safety that the Ohio Turnpike had a very favorable experience over the last Labor Day week end. Mr. Masheter said that that confirmed what he had said at many conferences: that the Ohio Turnpike was the safest highway in the country.

The Executive Director reported also that on August 14, 1967 there was received from the National Safety Council its statistical report for turnpikes for the first six months of 1967. He said the average rate for all accidents on all turnpikes was 127.9 per 100 million miles during that period. He said the rate on the Ohio Turnpike was 98.8 which could be compared to 150.7 on the Indiana Toll Road and 156.8 on the Pennsylvania Turnpike.

The Executive Director said further that the fatal accident rate for all turnpikes was 1.9 during the period and that on the Ohio Turnpike it was 1.1, on the Indiana Toll Road it was 2.9, and on the Pennsylvania Turnpike it was 2.1. He said the average number of deaths resulting from the fatal accidents on all turnpikes was 2.3 per hundred million miles but that on the Ohio Turnpike it was 1.3, on the Indiana Toll Road it was 3.3, and on the Pennsylvania Turnpike it was 2.7.

The Executive Director said further that comparing the Ohio Turnpike fatal-accident experience of the first six months of 1967 with the first six months of 1966, fatal accidents dropped from 12 to 6 and deaths dropped from 16 to 7. He said the average number of traffic deaths for the first half of the year since the opening of the Ohio Turnpike was 11.7. He said the experience of 1967 was bettered only by 1962 when there were 6 deaths. He said that at the other extreme were 1957 and 1965 at 17 deaths each.

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 under date of August 14 he reported to the Commission that bids for the resurfacing of original contract sections C-53, 54 and 55 in Fulton County were being opened on September 1, 1967 for work to be done in the fall of 1967. He said the project extended from milepost 27.5 to milepost 39.0, a distance of 11.5 miles. He said two bids were received in response to the invitation. He said the high bid was submitted by the Northern Ohio Paving Company of Twinsburg, Ohio which incidently was currently completing the resurfacing project in Lorain County. He said the company's bid was \$1,239,901.27.

The Executive Director said further that the low bid was submitted by the S. E. Johnson Company and Arthur S. Langenderfer, Inc., a joint venture of Maumee, Ohio in the amount of \$1,091,432.63. He said the estimate prepared by the Consulting Engineers amounted to \$1,183,364.00 so the low bid was approximately \$91,931 below the estimate.

The Executive Director said further that the Consulting Engineers and the Chief Engineer had recommended that an award be made to the S. E. Johnson Company and Arthur S. Langenderfer, Inc., a joint venture, on their bid of \$1,091,432.63. He said he concurred in their recommendations and recommended that the Commission take favorable action on a resolution authorizing the award. Mr. Masheter said he concurred in the recommendations also. The recommendation for award by the Consulting Engineers was as follows:

"J. E. Greiner Company  
Consulting Engineers

"C-1076 - Contract RMP-59-1-67

September 1, 1967

TO: E. W. Meeker, Chief Engineer  
Ohio Turnpike Commission

FROM: H. A. Harnden  
J. E. Greiner Company



SUBJECT: Repairs and Resurfacing  
Original Construction Sections C-53, 54 and 55  
Contract No. RMP-59-1-67  
Recommendation for Award

"On September 1, 1967 the Commission received bids for the subject contract as follows:

<u>Bidder</u>	<u>Total Bid Price</u>
S. E. Johnson Company and Arthur S. Langenderfer, Inc. P. O. Box 29 Salisbury Road Maumee, Ohio 43537	\$1, 091, 432. 63
Northern Ohio Paving Company 1750 Highland Road Twinsburg, Ohio 44087	\$1, 239, 901. 27

"The low bidder, S. E. Johnson Company and Arthur S. Langenderfer, Inc., is known to the Commission and have performed satisfactory work for the Ohio Department of Highways. They are presently constructing some of the Interstate Highway bridges over the Turnpike.

"We recommend this contract be awarded to the low bidder the S. E. Johnson Company and Arthur S. Langenderfer, Inc. on the basis of the unit price bids submitted.

"H. A. Harnden

cc: F. S. Cresswell"

A resolution awarding contract RMP 59-1-67 was moved for adoption by Mr. Masheter, seconded by Mr. Redman, as follows:

RESOLUTION NO. 14-1967

"WHEREAS the Commission has duly advertised, according to law, for bids upon a contract for the repair and resurfacing of original Construction Sections C-53, C-54 and C-55, between Milepost 27.5 and Milepost 39.0 in Fulton County, Ohio, which contract is designated Contract RMP 59-1-67, and proof of said advertising is before the Commission;

"WHEREAS bids for the performance of said contract have been received and were duly opened and read as provided in the published notice for said bids, and said bids are before this meeting;

"WHEREAS said bids have been analyzed by the Commission's consulting engineer and by its chief engineer, and they have reported thereon to the Commission with respect to said analysis and they, and also the Commission's executive director, have made their recommendations predicated thereon;

"WHEREAS all of the aforesaid bids for said contract were solicited on the basis of the same terms and conditions, and the same specifications, with respect to all bidders and potential bidders, and the bid of S. E. Johnson Company and Arthur S. Langenderfer, Inc., Joint Venture, Maumee, Ohio, for the performance of said Contract RMP 59-1-67 is, and is by the Commission determined to be, the lowest of all said bids for the performance of said contract, and the Commission has been advised by its general counsel that said bid conforms to the requirements of Section 5537.04 of the Revised Code of Ohio and to the terms, conditions, and specifications in the legal notice applicable thereto, and, accordingly, the Commission is authorized to accept said bid as the lowest and best bid for the performance of the work required under said contract and of the incidental obligations thereof; and

"WHEREAS the Commission is satisfied with the capacity of said bidder to perform its obligations pursuant to its proposal;

"NOW, THEREFORE, BE IT

"RESOLVED that the bid of S. E. Johnson Company and Arthur S. Langenderfer, Inc., Joint Venture, Maumee, Ohio, for the performance of Contract RMP 59-1-67 be, and hereby it is, determined to be the lowest and best of all said bids and is accepted, and that the chairman and executive director, or either of them, be, and each of them hereby is, authorized, (1) to execute a contract with said successful bidder in the form heretofore prescribed by the Commission, pursuant to the aforesaid bid, and upon the condition that said successful bidder shall furnish a performance bond as heretofore approved by the Commission, (2) to direct the return to all bidders for the aforesaid contract, other than said successful bidder, of the bid security furnished by each of them, respectively, (3) to direct the return to said successful bidder of its bid security when the aforesaid contract has been duly executed and said performance bond furnished, and (4) to take any and all action necessary or proper to carry out the terms of said bid and of said contract. "

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

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

Nays: None.

The Chairman said the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 14-1967.

The Executive Director reported also that at the meeting of the Commission on July 11 the Commission directed the Consulting Engineers and the Executive Director to give their attention to the possible need for revision in the permit fee structure and to recommend any changes that might be in order. He said the need for a review was prompted by the increase in length permitted certain vehicles effective August 11, 1967.

The Executive Director said further that the Consulting Engineers, under date of August 21, 1967, recommended certain changes in the permit fee structure and copies of that recommendation were forwarded to the Members on August 29, 1967. He said a review of that recommendation by the staff was made on August 25 without reaching any conclusions other than that too little time had transpired since the effective date of the increase in the vehicle lengths permitted on the turnpike to gather meaningful data as to the effect of the change on revenues resulting from permits. He said the consensus favored an experience of at least two months duration under the changed conditions to make valid comparisons of the before and after experience. He said accordingly it would probably be several months before the staff would make a recommendation.

The Executive Director reported also that on August 22 a delegation of seven students from French universities visited the headquarters at Berea. He said the students were participating in the Experiment in International Living, a private organization, and were living with families in the Berea area for several weeks. He said the students were welcomed upon arrival by the General Counsel speaking in French and were taken on a tour of the building. He said the students demonstrated an unusual interest in all facets of the operation, and that following the tour there was a question and answer session. He said the students' interest in the construction and operation of the turnpike was manifested by the number and variety of questions raised which included questions concerning everything from original financing to the number of tons of salt used for ice and snow control. He said it was a most gratifying experience to all who participated.

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

The Chairman said the Members had before them the Commission's publication titled "The Ohio Turnpike Story" which summarized from the opening to the present. He said the presentation was very effective.

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

RESOLUTION NO. 15-1967

"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 July 11, 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 July 11, 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, Masheter, Shocknessy.

Nays: None.

The Chairman said the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 15-1967.

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 12:21 P. M.

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

  
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Charles J. Chastang, Secretary-Treasurer