

MINUTES OF THE TWO HUNDRED & ELEVENTH MEETING
October 3, 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 October 3, 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; 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. Redman, seconded by Mr. Teagarden, that the minutes for the meeting of September 5, 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: Redman, Teagarden, Masheter, Chastang, Shocknessy.

Nays: None.

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

The Chairman reported that revenue for September 1967 was approximately \$3,096,000, which was \$37,000 less than the revenue for September of 1966. He said the revenue was adversely affected by the steel haulers strike which was still persevering.

The Chairman reported also that bond retirements in September were \$4,084,000 which brought the balance of turnpike revenue bonds down to \$245,126,000. He said retirements in October would be close to

three million dollars and that would bring the balance down to \$242, 000, 000. He said an estimated retirement of three million dollars in December would bring the balance under the \$240, 000, 000 which was what the Commission was striving for.

The Chairman said also that there were four fatal accidents on the Ohio Turnpike in September which resulted in six deaths but the total fatalities during the first nine months of the year were 18 compared to 35 in the first nine months of 1966.

The Chairman reported also that Interstate Route 71 would be opened to West 25th Street in Cleveland on Friday of the current week. He said it was still hoped that by the end of the year, if construction conditions were favorable during the remainder of the fall, it might be possible to effect a crossover and move the traffic downtown in Cleveland to Interstate 90, which would be good service.

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 Report for August 1967.
2. Financial Statement as of August 31, 1967.
3. Draft of the minutes of the September 5, 1967 meeting.
4. Detail of investment transactions for September 1967.

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, said the preliminary budget for the fiscal year 1968 estimated income for the year at \$33, 000, 000 which was an increase of \$1, 000, 000 over the estimated income for 1967. In response to a question by the Chairman, Mr. Redman said the estimated income was based on the actual experience for 1967 as distinguished from the estimated experience.

Mr. Redman said further that total current expenses in the preliminary budget for 1968 were \$7,049,631 compared to \$6,636,948 in the budget for 1967, or an increase of \$412,683. He said the increases were in five major categories: salaries, an increase in the contribution to Public Employee Retirement System as a result of the salary increases, insurance as a result of the action of the Commission in granting increased fringe benefits, furnishing and cleaning uniforms for maintenance workers and cleaning uniform shirts for toll collectors, and Ohio State Highway Patrol costs. The Chairman commented that the Commission had nothing to do with salaries of the members of the Highway Patrol. He said the Commission reimbursed the Patrol for the salaries it paid and the General Assembly decided what the salaries should be. In response to a question by the Chairman, Mr. Redman said it did not appear that it would be necessary to amend the 1967 budget before the end of the year. The Executive Director said that as of the end of August 1967 expenses were \$73,000 under budget.

A resolution adopting preliminary budget for the fiscal year 1968 was moved for adoption by Mr. Redman, seconded by Mr. Chastang, as follows:

RESOLUTION NO. 16-1967

"WHEREAS it is provided by Sec. 505 of the trust agreement dated June 1, 1952, between the Commission and The Ohio National Bank of Columbus, as trustee, and The National City Bank of New York (now First National City Bank of New York), as co-trustee, that, on or before the 20th day of October in each fiscal year, the Commission will adopt a preliminary budget of income and current expenses for the ensuing fiscal year;

"WHEREAS the Commission's executive director and comptroller have submitted a preliminary budget of income and current expenses for the fiscal year 1968 to the Commission, and have recommended the adoption thereof, and said budget is now before the Commission; and

"WHEREAS all reasonable requests of the consulting engineer as to the classifications in which such budget shall be prepared have been complied with, and the consulting engineer has advised the Commission that said budget classifications meet with its approval and that it has no further requests with respect to said classifications;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission, having duly and fully considered

the same, hereby adopts the following:

Preliminary Budget of Income and Current Expenses
1968

Income	\$33, 000, 000
Current Expenses	
Administration & Insurance	1, 249, 774
Operations	5, 661, 157
Trust Indenture Expense	138, 700
Total Current Expenses	\$ 7, 049, 631

"FURTHER RESOLVED that the assistant secretary-treasurer is hereby instructed to file a copy of said budget with the trustee and to mail copies thereof to the consulting engineer and to the principal underwriters forthwith. "

The representative of the Consulting Engineers, Mr. Harnden, said the Consulting Engineers had gone over the preliminary budget and were quite in agreement with it. He said the budget corresponded with the estimate of cost the Consulting Engineers had included in their annual report. The representative of the Trustee, Mr. Bartholomew, said he had no comment to make on the budget.

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

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

Nays: None.

The Chairman said the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 16-1967.

The Chairman said the report of the Committee on Budget and Finance was accepted as offered. He ascertained that the report of the Committee on Service Plazas would be made by the Executive Director. 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 at the June meeting of the Commission he advised that in consequence of discussions between the Committee on Employee Relations and representatives of Teamsters Union, Local 20, the Commission would make some modifications in its employee manual. He said that since that report both parties had been drafting, reviewing and redrafting various sections of the manual. He said that finally, during the week beginning September 11, the proposed modifications to the manual, section by section, were agreed to by both parties. He said the modified manual was then printed and copies were distributed to the Members of the Commission on Wednesday, September 20, 1967.

Mr. Teagarden said further that a meeting of all supervisory personnel including section foremen, division administrative assistants and division superintendents in the maintenance department, senior toll collectors and district toll supervisors in the toll collection department, and all department heads in the administration building was held on September 20 in the administration building for a briefing by staff personnel on the changes to the employee manual. He said the meeting was not only of educational value to the field supervisory personnel but also proved to be of value to the Committee on Employee Relations. Mr. Teagarden said that through questions raised it became apparent that not all language of the manual was sufficiently clear. He said an effort would be made to clarify those areas of concern. He said that at the conclusion of the meeting each installation supervisor and department head was furnished a sufficient number of copies of the new manual for distribution to the Commission employees under their direct supervision. He said distribution of the manual was completed on September 21 except to those employees who were on vacation or on sick leave at the time.

Mr. Teagarden said further that at the request of Local 20 of the Teamsters Union the Committee furnished it with ten copies of the manual. He said it was understood the Union had held meetings with Commission employees who were members of the Union to discuss the changes in the manual and subjects for future meetings with the Committee.

Mr. Teagarden reported also that in the joint statement issued on June 6, 1967 by the Commission and Local 20 of the Teamsters Union it was agreed that discussions would be resumed just as soon as the Ohio General Assembly acted either to adopt or reject proposed legislation relative to collective bargaining between public employees and their employers. He said that since the General Assembly adjourned without adopting any such legislation the Union had asked that the discussion be resumed. He said that accordingly a meeting was scheduled with the Union for 10:00 A. M. on October 10, 1967 in the administration building.

Mr. Teagarden said further that the employees who were not members of the Union had also asked for further meetings so accordingly a meeting with that group was scheduled for 10:00 A. M. , October 11, 1967, in the administration building.

Mr. Teagarden said the agendas for the meetings had not yet been prepared.

The Chairman commented that when the Commission met with the representatives of the Union it was meeting with the representatives of about 50% of the employees and when it met with the representatives of the non-members of the Union it was meeting with about 50%.

The Chairman said that in the absence of questions, the report of the Committee on Employee Relations was accepted as offered. He ascertained from the chairman of the Committee on Interchange Development, Mr. Chastang, that the report of the Committee would be offered by the Executive Director. The Chairman said the report of the Committee on Safety also would be offered by the Executive Director.

The Executive Director reported for the Committee on Interchange Development that within the past several weeks the Director of Highways awarded a contract for the construction of that section of Interstate Route 271 that crossed the turnpike on the Cuyahoga River hill in Summit County. He said the Commission authorized an agreement for the construction of that project on September 6, 1966, a project that crossed under the eastbound turnpike roadway and over the westbound roadway and included the diversion of eastbound turnpike traffic to a temporary roadway.

The Executive Director said further that representatives of the Commission met on September 26 with the contractor, The Harry Miller Excavating Company, and their subcontractor on bridges, the Horvitz Company, to discuss procedures to be followed in crossing the turnpike. He said the contractors hoped to get started that week in constructing a temporary road to handle eastbound turnpike traffic and to work on the bridges during the winter. He said that at the moment there did not appear to be any problems different than those encountered in the construction of other crossings.

The Executive Director reported also that on October 5 bids for improving the traffic service through Interchanges No. 5 and No. 7 would be opened. He said the work was in addition to the work needed at Interchanges No. 10 and No. 12 that he reported on at the meeting on

September 5. He said that at Interchange No. 5, Stony Ridge - Toledo, the traffic through the interchange had more than doubled in the past ten years and additional pavement in the toll plaza area was needed to facilitate the handling of the increased volume. He said Interchange No. 7, Sandusky - Norwalk, was the interchange serving Cedar Point and the island resorts. He said that because of the increasing popularity of that area during the summer months and especially on week ends there was congestion at that interchange. He said the congestion could be alleviated by an improved flow through the toll plaza area with additional paving. He said the cures at those two interchanges would be much less expensive than the cures at Interchanges No. 10 and No. 12 where additional toll lanes must be constructed.

The Executive Director reported for the Committee on Safety that two of the fatal accidents and four of the fatalities experienced during the month of September occurred in work zones for the resurfacing contract in Lorain County at times when there was two-way traffic on one roadway. He said the first accident in the work zone occurred about 3 P. M. on September 13 when the driver of an eastbound car forgot he was in a no-passing zone and pulled out of line in front of a westbound car. He said the passenger in the westbound car was killed in the accident and the driver of the eastbound car died eleven days later and the driver of the westbound car died fifteen days later.

The Executive Director said further that the second accident in a work zone occurred at about 2 A. M. on September 22. He said the driver of the westbound car had been drinking and lost control of his car and was struck by an eastbound truck and was killed. He said the female passenger in his car received a broken left foot and the driver of the truck was not injured.

The Executive Director said further that the first fatal accident of the month resulted in the death of the driver of a Brink's, Inc. truck and occurred at 10:15 A. M. on September 9 when the truck struck the rear of a passenger car that was slowing down because of an accident ahead. He said the Brink's driver lost control of his truck and upset. He said the driver was an experienced turnpike driver but a moment of carelessness caused his death.

The Executive Director said further that the other fatal accident occurred on the afternoon of September 21 during a rainstorm when the driver of a passenger car lost control on the wet pavement and slid sideways into a sign killing her passenger. He said the rear tires of the car had very little tread on them.

The Executive Director said further that none of those killed during September was wearing seat belts although most of the vehicles involved were equipped with seat belts.

In response to questions the Executive Director said the fatal accidents in the work zone were the first serious accidents because of two-way traffic. He said some safety improvements had been made but the element of chance for a fatal accident on a two-way highway was much greater than on a divided highway and the Commission had been fortunate in that so far it just hadn't had other incidents of that nature.

The Chairman said the reports of the Committee on Interchange Development and the Committee on Safety were accepted as offered. He said the report of the Executive Director would be received.

The Executive Director reported that the report of the 12th annual inspection of the turnpike required to be submitted under the terms of the Trust Agreement on or before the 1st day of October was submitted by the Consulting Engineers, the J. E. Greiner Company, under date of September 29, 1967. He said copies of the report had been furnished to Members of the Commission and to appropriate staff members.

The Executive Director said further that an innovation in the report was a graphical and verbal history of the traffic and revenue experience of the operation of the turnpike including some predictions for the future based on that history.

The Executive Director reported further that under date of September 22, 1967 the Consulting Engineers submitted their report and recommendations on future service plaza needs for the Ohio Turnpike. He said copies of the report were made available to the Service Plaza Committee the previous week and to the Members of the Commission that day and currently it was under study by the Committee.

The Executive Director said further that the report recommended the need for additional facilities just west of Interchange No. 15, the Niles-Youngstown Interchange with state route 18 in Mahoning County where Interstate Route 80, a new highway being constructed west from New York City, would connect with the turnpike. He said it was expected that service needs resulting from the new highway would be fully developed by 1970, so the report included a recommendation that the additional service plaza facilities be constructed and placed in operation by the summer of 1969.

The Executive Director said also that the report included a recommendation that the existing facilities at Middle Ridge and Vermilion Valley

Service Plazas, located west of Elyria on the north and south sides of the toll road, be expanded to accommodate a changing traffic pattern and an increased demand that would result from the connection of Interstate Route 80 to the turnpike near Interchange No. 9 (North Olmsted-Cleveland) and the connection of Interstate Route 90 to the turnpike just westerly from Interchange No. 8 (Lorain-Elyria). He said the report included also a recommendation that expansion of the latter facilities be planned for completion by 1970 to coincide with the planned opening of Interstate Route 80 from the turnpike toward Cleveland.

The Executive Director said further that the report indicated that the latter two plazas would, after expansion, prove inadequate to handle demands after 1972 when it was expected that the interstate system in northern Ohio would be essentially complete. He said the report recommended further the construction of an additional pair of plazas approximately half way between the Middle Ridge and Vermilion Valley plazas and the next pair of service plazas to the west and that those new plazas be scheduled to be available by 1972. He said the location of those new plazas would be just east of the Sandusky-Norwalk Interchange area.

The Executive Director said further that the Committee on Service Plazas should be able to submit its report to the Commission in November.

The Chairman commented that the cost of each pair of plazas to be constructed would be estimated to be some place in the area of \$2,500,000. In response to a question by Mr. Chastang, the Executive Director said plans would need to be gotten under way soon in order to complete the new plazas in Mahoning County by May of 1969. The Chairman said the cost of the expansion of Middle Ridge and Vermilion Valley Plazas would be somewhat less than \$2,500,000. In response to a question by Mr. Chastang, Mr. Harnden said the contemplated additions did not anticipate over-the-road construction of service plazas, largely on account of the topography of the site, which was not suitable. He said it would take a terrific amount of grading to grade two parking lots up high enough to get a bridge across the turnpike. He said there was no place for the sort of construction required for an over-the-turnpike service plaza at the sites where the additional service plazas would be needed.

In response to questions by the Director of Highways, Mr. Masheter, the Executive Director said that if the good weather held the resurfacing project in Fulton County would be completed within a month. He said some work was still being done on the resurfacing job in Lorain County. The Chairman said the two jobs would make a total of 29 miles resurfaced, or about 12% of the total road.

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. The Chairman said the report of the General Counsel would be received.

The General Counsel reported that advertising for bids to construct a spur track at the Plum Brook Station of the National Aeronautics and Space Administration near Sandusky as required in consideration for right of way obtained from the Station for construction of the Ohio Turnpike would be started at the end of the week. He said he had been told by the Chief Counsel for the National Aeronautics and Space Administration that the Administration might be willing to give the Commission a perpetual easement on the parcel of right of way involved prior to completion of the work on the spur track but that the Administration wanted to see the work well under way. The Chairman commented that it was sort of preposterous that the Commission had been using the right of way involved for longer than twelve years and still did not have a clear title to it. He said the turnpike could not be declared completed because it did not have clear title to that one parcel.

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

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

RESOLUTION NO. 17-1967

"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 September 5, 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 September 5, 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. 17-1967.

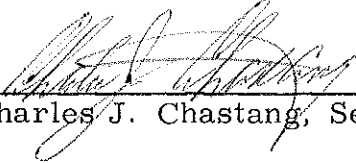
There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Redman, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:10 P. M.

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



Charles J. Chastang, Sec. - Treas.