

MINUTES OF THE TWO HUNDRED & SEVENTEENTH MEETING  
April 2, 1968

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 in Columbus, Ohio at 11:00 A. M. on April 2, 1968 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; Mr. W. C. Hartman, special counsel to the Committee on Employee Relations; 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; Chastang, Teagarden, Masheter, Redman, 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 March 5, 1968, which had been examined by the Members 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 revenue for March was \$2,408,000, which was about the same as in March of 1967 despite the fact that Easter in 1968 fell in April whereas in 1967 it occurred the 26th of March. He said revenue for the first three months of 1968 was \$6,520,000, making it the best first quarter for revenue the Commission had ever had. He said the previous best first quarter -- in 1967 -- revenue was \$6,142,000.

The Chairman reported also that early in March a man and wife were killed when their passenger car struck the rear of a slow moving steel hauler and later in the month a young man was killed in a similar accident.

The Chairman reported also that at the meeting of the Interstate Coordinators' Conference the day before the director of the Department of Public Service of the City of Cleveland, Mr. Ralph C. Tyler, especially noted the improvement of traffic conditions in the City of Cleveland as a result of opening Interstate Route 71 to Interstate Route 90. He said Mr. Tyler said further that the extent of the impact of the opening had just not been foreseeable -- that the City had gotten benefits far beyond what might have been expected to be the limits of benefit.

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 that since the last meeting the following had been sent to all members :

1. Traffic and Revenue Report for February 1968.
2. Financial Statements as of February 29, 1968.
3. Draft of the minutes of the March 5, 1968 meeting.
4. Detail of investment transactions for March 1968.

The Chairman said that in the absence of comment, 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 only that budget matters were in pretty good shape.

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, said the report of the Committee would be presented by the Executive Director. The Executive Director reported for the Committee that at the meeting of the Commission in February, in reporting for the Committee, he stated that because of information developed subsequent to the submission of the report of the Consulting Engineers in September 1967, the

Committee deemed it necessary to review the recommendations with respect to timing.

The Executive Director said further that the report recommended the construction of a service plaza near Niles-Youngstown (No. 15) Interchange to be placed in service by May 1969. He said the Director of Highways had just awarded a contract for the construction of a segment of Interstate Route 80 and Interstate Route 80-S at the crossing of the turnpike, including an interchange with the turnpike. He said that following completion of the grading of that project in the toll plaza area the Commission would award contracts for the construction of the toll plaza. He said the earliest that facility could be placed in service would be late in 1969. He said that 29.1 miles of I-80 in Pennsylvania were still under design and that in a recent statement the Secretary of Highways in Pennsylvania said it was the hope to have the highway opened to traffic some time in 1970.

The Executive Director said further that two existing service plazas, Portage and Brady's Leap, were located just 18 miles west of the proposed new plaza and served this same segment of traffic. He said both those plazas could accommodate substantially greater volumes of patronage than they had been called upon to serve in the past. He said that would indicate that additional capacity would not be needed in the area of Interchange 15 until at least 1970, and quite likely not before 1971.

The Executive Director said further it was the Committee's recommendation that further consideration of the need for facilities near Interchange 15 be deferred for at least one year and that the subject be reviewed early in 1969.

The Executive Director said further that the second recommendation in the report was major remodeling of Middle Ridge and Vermilion Valley Service Plazas by 1970 to coincide with the opening of I-80 toward Cleveland. He said it was doubtful that that section of I-80 would be open to traffic by 1970 and should it open in 1970 it would be late in the year and the Commission would have no problems in accommodating any increased volumes induced by that opening until 1971. He said that, even so, additional capacity would be needed at Middle Ridge in the coming summer. He said that to provide that capacity the Committee had approved a speed line, self service in the carryout section and the opening of 48 seats in the Ohio Room for self service patrons who wished to consume on the premises. The Executive Director said the Commission would also enclose and improve the old outside carryout section for additional seating for cafeteria patrons as had been done across the road at Vermilion Valley

Plaza. He said the use of the latter improvement might not be available for the full summer because the Committee had delayed making a decision pending a conclusion with respect to the consultant's recommendation.

The Executive Director said further that the two improvements at Middle Ridge Plaza would delay the need for major expansion of Middle Ridge and Vermilion Valley Plazas well beyond the 1970 date recommended by the report as the date for remodeling. He said the Commission's architect had been ordered to proceed with the plans for the work scheduled for 1968. He said the solution for Middle Ridge and Vermilion Valley Plazas was, of course, a temporary solution only and some relief would be needed later. He said that at that time consideration would be given to the major remodeling plan recommended by the consultant's report.

The Executive Director said further that the third recommendation included in the report was the construction of an additional facility near Sandusky-Norwalk (No. 7) Interchange after 1972 when the Interstate System of Highways in northern Ohio would be essentially complete. He said that problem was not one of immediate concern and so it was not given as serious consideration as the others. He said the recommendation would present a problem of relationship with the Middle Ridge and Vermilion Valley Plazas in that, should the recommended facility be constructed prior to the major remodeling of Middle Ridge and Vermilion Valley Plazas, it would perhaps furnish the relief that would be needed at those two plazas.

The Executive Director reported also that the program for 1968 would include the installation of modified cafeteria lines at Oak Openings and Fallen Timbers Service Plazas. He said that because of the low demand at those two plazas, nothing had been done to them other than to improve the air conditioning systems and remodel the rest rooms. He said the additional remodeling could proceed through the summer if need be and not inconvenience the patrons.

The Chairman said that in the absence of 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 the report of the Committee would be presented by its special counsel, Mr. W. C. Hartman. He said Mr. Hartman had done a wonderful job and the results the Committee had obtained had been due completely to his help and advice.

Mr. Hartman reported for the Committee on Employee Relations that the Committee met in March on four separate occasions with representatives of the Commission's toll collectors and maintenance men. He said two of the meetings were with Local 20 of the Teamsters Union to which approximately 50 per cent of the employees in the two departments belonged. He said the other two meetings were with a group of employees representing non-union members. He said those meetings occurred on March 6 and 7 and on March 20 and 21. He said that as a result of discussions which took place at those meetings the Committee submitted to the Executive Director recommendations which included items suggested by both groups for consideration, items suggested by the Union alone and items suggested solely by the non-union representatives. He said that in addition the Committee recommended changes which had not been proposed by either group. He said full consideration was given to all suggestions submitted with the exception of the first two matters submitted by the Union which asked for exclusive representation by the Union of all employees and a union shop. He said the Union was advised at the first meeting that those first two matters would not be considered or discussed.

Mr. Hartman said further that the third item suggested by the Union had to do with wage increases. He said both the Union and the non-union representatives suggested a \$100 a month increase for toll collectors and a 75¢ per hour increase for maintenance employees. He said that would have amounted to a 19 per cent increase for toll collectors and a 28 per cent increase for maintenance employees.

Mr. Hartman said further that matters of an economic nature which were discussed in addition to the general wage increase proposed included additional pay for toll collectors for check-out time, changes in classifications, pay for work done in a higher classification, improvements in hospitalization plans, non-revenue passes for personal use, replacement of glasses, extension of sick leave, granting of paid personal leave, extension of bereavement leave, extension of holidays with pay, severance pay, shift differential pay, cost-of-living escalator clause, furnishing work uniforms.

Mr. Hartman said that in addition requests were made for a change in the grievance procedure to provide for an advisory panel, a method for equalizing non-scheduled overtime and for a provision for permitting employees to refuse to work if in their judgment the equipment provided was unsafe and to be paid for the time not worked.

Mr. Hartman said further the Committee's recommendations were submitted to the Executive Director the past week and were approved by

him on April 1. He said notice of the Executive Director's action was distributed to all toll plazas and maintenance buildings April 2.

Mr. Hartman said further that as a result of the Executive Director's approval, toll collectors would receive an increase of \$20 per month and maintenance men would receive an increase of 11¢ per hour beginning with the first full pay period after May 1, 1968. He said toll collectors would receive an additional increase of \$50 per month and maintenance 29¢ per hour beginning with the first full pay period after January 1, 1969. He said the current vacation schedule would be improved beginning with the calendar year 1969 so that employees would receive an additional work day of vacation for each year of work after ten years of service to a maximum of five additional work days, or a total of 20 work days of vacation per year.

Mr. Hartman said further the other items in the economic category although not granted were taken into consideration in determining the amount of the wage increase. He said that, in other words, the wage increase took into consideration recognition of some of those suggestions. He said the changes other than the wage increase and the vacation allowance would become effective on July 1, 1968 and before that date the Employee Manual would be revised to provide among other things a method of recording and reporting quarterly accumulated overtime, including hours charged to the employee where overtime was made available and declined. He said that list would be used for the purpose of equalizing overtime assignments. He said the Executive Director agreed to exercise his discretion to request the Commission to authorize additional sick leave beyond the 90 days currently allowed to the extent of earned credit or 120 days, whichever was smaller, in cases of extreme hardship.

Mr. Hartman said further the Executive Director approved a provision for an advisory panel to which appeals might be taken when the existing grievance procedure had been exhausted, if the grievance was based upon disciplinary action which had resulted in economic loss. He said the fact-finding panel would be composed of one member appointed by the Committee, one appointed by the grieving group, be it union or non-union, and those two selecting a third as chairman. He said that if they were unable to select a third, the third would be selected under the rules of the American Arbitration Association from its list. He said the chairman would be the only paid member of the panel. He said the panel would be created every time there was need for it. He said the panel would issue findings of fact and nonbinding recommendations.

Mr. Hartman said further the Executive Director approved a provision that when a toll collector was designated to act as a senior toll collector or a maintenance employee was designated to act as a maintenance foreman, pay would be at the rate of the job temporarily being performed. He said such designation would not be unreasonably held up but would only be made where it appeared the assignment would continue for a week or so.

Mr. Hartman said further the Executive Director approved a change in the work uniforms provided to maintenance employees of the Commission to short sleeve shirt and trousers in warm weather and long sleeve shirt and trousers in cold weather.

Mr. Hartman said further that at the conclusion of the meeting with the Union representatives on March 20 and following caucus of that group, the Committee was informed that the group could not accept the recommendations but that the recommendations would be submitted to a vote of the union members. He said that vote would be concluded on the night of April 2. He said that at the conclusion of the meeting with the non-union representatives on March 21, following caucus, the group informed the Committee that it was pleased with and accepted the Committee's recommendations as approved by the Executive Director. He said their action was taken on behalf of all non-union employees.

In reply to questions, Mr. Hartman said the estimated costs of the increased wages and fringe benefits would be \$590,000 in 1969 and \$141,200 for the balance of 1968.

A motion was made by Mr. Chastang, seconded by Mr. Redman, that the report of the Committee on Employee Relations as offered by Mr. Teagarden and as explained by Mr. Hartman, be accepted as offered.

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

Ayes: Chastang, Redman, Masheter, Shocknessy.

Nays: None.

Voting "Present": Teagarden.

The Chairman said the motion was adopted with four Members voting in the affirmative and Mr. Teagarden not voting.

The Chairman said that as had been said by other Members of the Commission at the meeting, he had complete confidence in the wisdom and judgment of the chairman of the Committee and of the members of the Committee. He said Mr. Teagarden had been practically a martyr to the Commission. He said no other Member of the Commission had had to work as hard, in the past couple of months especially, as assiduously as Mr. Teagarden had.

Mr. Teagarden said he thought the Commission was very fortunate to have in its employ people who had contributed so much to what had been done on the Committee. He said the help that the Committee members and Mr. Hartman had given him had been a wonderful experience. The Chairman said he considered one of the best moves he ever made was in constructing the Committee on Employee Relations. He said structuring the Committee was a good job. He said the Committee could not have done better and he felt that employing the law firm of Squire, Sanders & Dempsey and Mr. Hartman in particular had been beneficial equally. He said one of the procedures that was long before adopted that had been most effective in the management of the Commission had been the committee procedure. He said the Commission's committees had been most effective in conducting the business of the Commission and never had the Commission had a better example of it than in what the Committee on Employee Relations had gone through the past few months.

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 on Interchange Development that bids would be opened April 10 for the construction of an additional lane through the toll plaza at Strongsville - Cleveland (No. 10) Interchange. He said traffic at that interchange had been increasing rapidly, and although the need for the additional lane at some time in the future had been anticipated and provision for it had been made in the original design, the increases had come earlier than expected.

The Executive Director said further that the increase was caused by the transfer of much traffic from North Olmsted - Cleveland (No. 9) Interchange to Interchange 10 to utilize I-71 as a route to downtown Cleveland. He said that, additionally, traffic was using the turnpike between Interchange 10 and the Akron (No. 12) Interchange as a connector between I-71 and Interstate Route 271 to bypass Cleveland on the east.



He said both of those increases to the degree currently being experienced were of a temporary nature. He said that when I-80 and I-90 were constructed westerly from Cleveland to connect with the turnpike there would be a loss of a substantial portion of that traffic to the new connections. The Executive Director said further that, also, the turnpike would lose that traffic between Interchange 10 and 12 which currently was using the turnpike as a connector between I-71 and I-271 when I-271 was connected to I-71 north of Medina. He said any relief to be afforded by the construction of those Interstate highways was approximately two years away and, although the additional lane would be constructed and there would be a temporary lane in service the coming summer, it was anticipated there would be some problems in handling those volumes on peak days during the next several summers.

The Executive Director said further the use of the turnpike as a connector road between I-71 and I-271 had created a traffic problem at Interchange 12 also and the construction of an additional lane through the toll plaza of that interchange would be advertised soon. He said it was hoped to have the new lanes at both interchanges in service before the summer surge.

The Executive Director said further that currently improvements were under construction at the Stony Ridge - Toledo (No. 5) and Sandusky-Norwalk (No. 7) Interchanges. He said no new toll lanes were being provided but storage space and traffic patterns were being improved by the construction of additional pavement and those improvements should alleviate some of the summer time problems at those two interchanges.

The Chairman said that in the absence of questions 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 in March the Commission authorized the award of resurfacing contracts RMP 59-68-1, RMP 59-68-3, and RMP 59-68-5 to the S. E. Johnson Company and Ohio Road Paving Company, a joint venture, of Maumee, Ohio; The McCourt Construction Company of Akron, Ohio; and The City Asphalt and Paving Company of Youngstown, Ohio, respectively. He said those contracts had been awarded, preconstruction conferences held and the three projects should, depending upon the weather, be in full swing before very long.

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 report by the Director of Highways, by the 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 he had sent to the Members copies of Ohio Turnpike travel information material being mailed out to several thousand travel agencies -- automobile clubs and such -- as was done every spring. He said he neglected to mention in the note accompanying the material sent to the Members that the purpose of the spring mailing was to prompt travel agencies to request a stock of the travel information -- maps and so forth -- to the end that they would be more apt to include the Ohio Turnpike in the millions of routings which they supplied each year to motorists.

The Chairman said he thought the mailing was a very good piece of work and very effective. He congratulated the Director of Information and Research upon its originality. He said the Director of Information and Research proceeded always to market the Commission's product without anybody saying anything to him about it and the initiative thus displayed over the years merchandising the Ohio Turnpike had been most effective and was appreciated by the Commission.

The Director of Information and Research thanked the Chairman for his remarks.

The Chairman said that in the absence of questions 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. Redman, as follows:

RESOLUTION NO. 8-1968

"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 March 5, 1968, 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 March 5, 1968 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, Redman, Chastang, Masheter, Shocknessy.

Nays: None.

The Chairman said the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 8-1968.

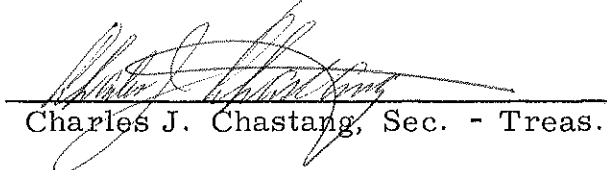
There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:32 P. M.

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

  
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Charles J. Chastang, Sec. - Treas.