

MINUTES OF THE TWO HUNDRED AND TWENTY - FIRST MEETING
September 3, 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 September 3, 1968 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; 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, Teagarden, Masheter, Chastang, 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 July 2, 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: 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 August was approximately \$4, 415, 000, which was better by \$254, 000 than the best previous monthly record that of August 1966. It exceeded August of 1967 by \$377, 000.

The Chairman reported also that revenue for July of 1968 was \$4, 034, 000, which was the best ever for that month. He said revenue for the first eight months of 1968 was \$24, 339, 000 compared with \$22, 401, 000 for the same period of 1967.

The Chairman reported also that traffic was heavy during August. He said it exceeded all previous daily records several times, that a new all time record was set on Sunday the 18th of August when tolls were paid on 103,430 vehicles. He said that despite the record traffic there was but one fatal accident making it the safest August since August of 1963 when there was also one fatal accident.

The Chairman reported also that during the five days of the Labor Day holiday there were 419,907 vehicles on the turnpike and \$585,143 in tolls were collected, which was about 29,000 more vehicles and 35,000 more dollars than during the same period in 1967.

The Chairman said the Committee on Safety would make a report that a median barrier would be installed as an experiment on that stretch near Sandusky where there had been several bad accidents. He said he personally did not believe in median barriers for the Ohio Turnpike but he thought that because of the record - whatever the reason for the record - the Commission had to try an experimental barrier even though he didn't believe in it. He said it was a place where two cars did go across the road for no reason.

The Chairman reported also that the Trustee had started buying bonds again in August to the amount of \$2,287,000 bringing the total of bonds purchased to date to \$90,142,000, leaving a balance outstanding of \$235,858,000.

The Chairman reported also that Mr. Masheter and he could take some satisfaction in the fact that there was no longer any block on I-71 between I-275 in Hamilton County and I-90 in Cuyahoga County. He said the bridge in Cleveland that gave all the trouble was opened to traffic at three o'clock the previous Friday afternoon. He said the newspapers, without saying that the delay was occasioned by an act over which nobody had any control, reported that after a delay of two years the bridge was opened.

The Chairman said further that Mr. Masheter had a peerless victory during the month of August when the President signed into law the Federal Aid Highway Act of 1968 which Mr. Masheter had had much to do with, especially with that portion of the Act that clarified the existing confusion with respect to the Equal Employment Opportunity Program. He said he had congratulated Mr. Masheter several times and he wanted to congratulate him again because it was a dogged fight that Mr. Masheter put on and if he hadn't and if Ohio hadn't taken the position that it did competitive bidding would have suffered for ever more.

Mr. Masheter thanked the Chairman. He said in regard to the bridge that was opened up that Mr. John Possehl, Business Manager and President of Local 18 of the International Union of Operating Engineers, cooperated with the Interstate Coordinators Conference and allowed his people to go back to work, thus eliminating the threat of a jurisdictional fight that might have delayed the opening of the northbound roadway.

The Chairman said Mr. Possehl was very cooperative in the bridge matter and that he was also cooperative on the Equal Employment Opportunity campaign. He said he had been very helpful.

Mr. Masheter said also that the compliments the Chairman gave him were not entirely deserved. He said the Conference had 100 percent cooperation from the Ohio Contractors Association and from the Operating Engineers Union. He said representatives of both organizations made many trips to Washington with him and on their own initiative tried to convince the United States Department of Labor and the Public Works Committees of both the House and Senate of the Congress of the need for the legislation that was ultimately enacted.

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 Secretary-Treasurer, Mr. Chastang, said the report would be offered by the Assistant Secretary-Treasurer, Mr. Soller.

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

1. Traffic and Revenue Reports for June and July 1968.
2. Financial Statements as of June 30 and July 31, 1968.
3. Report on Concessionaires - First Half 1968.
4. Budget Report - First Half 1968.
5. Accountants' Report for period ending June 30, 1968.
6. Draft of the minutes of the July 2, 1968 meeting.
7. Detail of investment transactions for July and August 1968.

The Chairman said that in the absence of questions the report of the

Secretary-Treasurer was accepted as offered. He ascertained there would be no report by the Committee on Budget and Finance. 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 contract for adding an additional dining room at the Middle Ridge Service Plaza was let in August and work was expected to start on September 9. He said that, barring any difficulties in obtaining materials, the new facility should be ready for use by November 1. He said the contracts for remodeling the counter areas at Fallen Timbers and Oak Openings Service Plazas had also been let and work would start on September 4 and was also scheduled for completion on November 1.

Mr. Teagarden reported also that the restaurant customer count survey at selected service plazas had continued through the summer. He said the decrease in customers at seven of the eight restaurants surveyed during July 1968 prompted a study by the Committee to determine if there was a reason for the decline. He said the study revealed there was a general increase in traffic on the turnpike in July 1968 but traffic by the door at seven of the eight plazas showed a decline when compared to July 1967. He said August figures were not complete but the report from the concessionaires indicated sales were up.

Mr. Teagarden reported also that it had been a practice of the Patron Services Department to make inspections of the restaurants and gas stations over holiday periods to insure prompt service to turnpike travelers. He said such an inspection was held over Labor Day week end and indicated that although there were some problems in maintaining house-keeping standards due to the volume of traffic, patrons were served with a minimum of delay and generally speaking were well accommodated.

The Chairman said 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 Executive Director would present the report of the Committee on Safety and his own report.

The Executive Director reported for the Committee on Safety that on July 18, 1968 there was a second accident in the Sandusky area involving a crossing of the median and taking of the lives of three persons. He said the accident occurred at nearly the same location and was of much the same pattern as the accident of June 15 which also took three lives. He said each involved a heavily loaded passenger car that went out of control on a rain soaked pavement, crossed the medial and entered the opposite roadway, there to be struck by a truck.

The Executive Director said that following the July accident, in connection with the Commission's continuing study of medial crossing accidents, a 50-mile section of the turnpike in the Sandusky area extending from Milepost 90 to Milepost 140 was selected for special study. He said all medial crossing accidents for the zone beginning with the opening of the turnpike to traffic were tabulated by milepost and directional roadway. He said the tabulation revealed three sites having a concentration of cross medial accidents. He said one site showed a total of six crossing accidents and the other two each showed a total of eight crossing accidents.

The Executive Director said studies of the three sites indicated different types of causation or problem and, therefore, different remedial treatments for each.

The Executive Director said also that at the site in the area of Milepost 126 to Milepost 127 the study indicated that the installation of a medial barrier might reduce the accident severity. He said accordingly that site was selected for an experimental installation of a medial barrier. He said the barrier would be of the flexible tension type with yielding supports such as fence and cable. He said it would be designed to keep the deceleration forces on the vehicle and the occupants within tolerable limits and therefore minimize personal injury and property damage. He said it was not expected that the barrier would contribute to the reduction of accidents at the site but it was hoped it would minimize the severity of accidents that did occur.

The Executive Director said also the Consulting Engineers were currently preparing plans and specifications for the experimental installation and he expected to advertise for bids early in October.

The Executive Director said that following the installation of the barrier its effectiveness would be appraised through "before" and "after" studies.

The Executive Director said the experimental program did not change the Commission's basic premise that a barrier in the median generally might cause more accidents than it prevented.

In response to questions by the Members, the Executive Director said the median barrier installation would cost an estimated \$25,000 - about \$6.00 a foot; that the installation would be by contract; the barrier would be located in the middle of the median; it would be about 28 inches in height; it was expected the barrier would give somewhat when struck by a vehicle; the median at that point was the standard Ohio Turnpike width of

56 feet, including the two 8-foot inside shoulders; and the installation might be completed within three months.

The Chairman said Mr. Deetz' predecessor as Executive Director was always opposed to any experiment with a median barrier but it was difficult to see how the Commission could rely on the scholarly disquisition that had been written on the subject without experimenting somehow with a device. He said he thought it would be a mistake not to try a remedy.

The Chairman said that in the absence of further questions the report of the Committee on Safety was accepted as offered.

The Executive Director reported also that at the July meeting of the Commission a question was asked whether the Commission was authorizing too many patrolmen on the turnpike. He said he would like to supplement the answer given at that time.

The Executive Director said further the Commission's contract with the Director of the Department of Highway Safety of the State of Ohio for policing the Ohio Turnpike provided for a complement of 96 men including one captain, two lieutenants, four sergeants, 12 corporals, 72 patrolmen and five communication officers. He said the Superintendent of the Patrol had recently requested approval to advance two patrolmen to corporal in order to provide more supervision. He said that change was authorized early in August and was reflected in the quotas cited.

The Executive Director said also that since the turnpike must be policed 24 hours every day only 22 percent, approximately, of the complement was available for an average shift. He said assignments to shifts varied with the shift of the day, the day of the week and the week of the year. He said that for low-traffic volume shifts the assignment generally included 12 patrolmen and one corporal and for high-traffic volume shifts the assignment generally included 20 patrolmen, three corporals and one sergeant. He said that for an average shift there were 16 patrolmen, two corporals and one sergeant on duty. He said there was always a lieutenant on duty or available for call.

The Executive Director said also that during the average shift each patrolman had responsibility to police approximately 15 miles of the turnpike. He said that in addition to the roadway responsibility each patrolman on an average shift had surveillance of at least one service plaza and one toll plaza and about every other patrolman included a maintenance building in his zone. He said that whenever an accident or other emergency occurred in a patrol zone and the police work required was too much for one patrolman

the first call for assistance went to the patrolman in one of the adjacent zones. He said the patrolman assigned to the zone next beyond the call zone was then required to cover two zones and at such times that particular patrolman covered approximately 30 miles of turnpike; thus requiring nearly one hour for a complete circuit of the two zones. He said the patrol zones were likewise extended when an arrest was made and the violator was taken off the turnpike to court. He said that in 1967 there were an average of 30 turnpike arrests per eight-hour shift.

The Executive Director said also that the Captain of the Turnpike District of the Ohio State Highway Patrol advised that the complement on the Ohio Turnpike was about proper size and that he would not like to see it reduced; also that whenever there was a manpower shortage due to sickness, transfers, resignations, etc., he had to assign other patrolmen to overtime duty.

The Executive Director said also that he questioned neighboring toll roads as to the strength of their patrols. He said the information so obtained on number of patrolmen assigned was related to the lengths of the toll roads in miles, thus providing ratios for comparison. He said ratios ranged from 1.14 miles per patrol officer to 3.41 per patrol officer. He said the ratio for the Ohio Turnpike was 2.61. He said of the toll roads surveyed it was found that three had coverage greater and one less than that provided on the Ohio Turnpike.

The Executive Director said it was his opinion and that of the operational staff that the patrol for the Ohio Turnpike was not over-staffed and that it was considered generally adequate for good enforcement under present traffic conditions.

The Executive Director reported also that during the summer 20 construction contracts were in various stages of completion. He said that was the greatest number at any single time since the original construction days of the turnpike. He said six of the contracts were completed in their entirety and final payment had been made or was in the process of being made. He said that included in that grouping were the contracts for widening the approach pavement to the toll plazas at Interchanges 5 (Stony Ridge-Toledo) and 7 (Sandusky-Norwalk), for resurfacing the shoulders on 51 miles of the turnpike at eight locations, for rehabilitation and construction of trackage for the B & O Railroad to Plum Brook Station; and for pavement repairs and resurfacing of 11-1/2 miles of the turnpike between Milepost 27.5 and Milepost 39.0 in Fulton County.

The Executive Director said further that four of the construction

contracts were currently within one or two percent of completion. He said that included in that grouping were the contracts for constructing an additional toll plaza lane including island, booth and canopy at Interchanges 10 (Strongsville-Cleveland) and 12 (Akron); and for pavement repairs and resurfacing of 9.1 miles of the turnpike between Milepost 92.4 and Milepost 101.5 in Sandusky County and 9.3 miles of turnpike between Milepost 177.4 and Milepost 186.7 in Summit County. He said there remained only the punch list items to be handled before those contracts could be finalized and final payment made.

The Executive Director said also that one of the construction contracts was currently within five percent of completion. He said that contract provided for pavement repairs and resurfacing of 13.2 miles of the turnpike between Milepost 140.2 and Milepost 153.4 in Lorain County. He said that in one three-mile section of this project where latex was specified as part of the mix the surface of the driving lane began to deteriorate almost immediately by stratification and peeling of the top one-eighth inch and then eroded to a maximum depth of three-quarters of an inch. He said the roughness of the surface caused some vehicles to vibrate and drivers to pull to the shoulder to examine their tires and vehicle thus creating a potential hazardous situation. The Executive Director said that in order to restore a good riding surface in that area the top three-quarters of an inch surfacing of the driving lane was removed and replaced with asphaltic concrete of a standard mix. He said that also in that project the asphalt surface on the decks of the Black River bridges failed under traffic early in August. He said the surface began cracking, sliding and piling up layer on top of layer. He said repair of that failure became too much for the Commission's maintenance forces to handle so it became necessary to close one bridge at a time and maintain traffic on the other directional roadway bridge while a contractor removed and repaired the surfaces.

The Executive Director said also that nine of the construction contracts were currently either in the very preliminary phase or were not more than 40 percent completed. He said that included in that grouping were the contracts for pavement repairs and resurfacing of 7.6 miles of the turnpike between Milepost 153.4 and Milepost 161.0 in Cuyahoga County, 6.8 miles of turnpike between Mileposts 207.3 and 214.1 in Trumbull County and 10.6 miles between Mileposts 230.6 and 241.2 in Mahoning County; for construction of a water line to bring an additional water supply to Tiffin River and Indian Meadow Service Plazas in Fulton County; for landscaping Eastgate Terminal in Mahoning County; for repair of the substructure of the bridges on Interchange No. 11 (Cleveland); and for remodeling of food service areas at three service plazas identified in the report of the Committee on Service Plazas.

The Executive Director said beginning the next day there would be six resurfacing projects interfering to some degree with the free flow of traffic. He said that in at least three of the projects one roadway would be closed to traffic for several miles and two-way traffic with a single lane in each direction would be maintained on the other roadway. He said that condition would continue throughout September, October and part of November.

In response to questions by the Members, the Executive Director said the asphalt decks of the Black River bridges were resurfaced the previous fall by Northern Ohio Paving Company in accordance with the Commission's specifications. He said there was a failure of the epoxy which was to be a seal. He said the epoxy for some reason lost bond with the concrete and also lost bond with the asphalt surface and just allowed the surface to slide on the decks of both bridges. He said the epoxy was prescribed by the Consulting Engineers and was a good treatment but did not work.

Mr. Harnden said the epoxy method had been used in the East considerably, that all of the bridges on the New Jersey Turnpike were treated satisfactorily with the same material. He said it was not known why the material failed on the Black River bridges. Mr. Harnden said also he did not think there was any question that the responsibility was that of the Commission since the material was laid in accordance with specifications as far as was known or could be determined. He said the same material had been used on other bridges on the Ohio Turnpike. The Executive Director said those bridges were being watched very closely. He said currently the material was not being used on new work but had been replaced by a tar seal.

The Executive Director reported also that visits were made during the month of August to each of the 17 toll plazas and eight maintenance buildings by the Director of Information and Research and himself. He said visits to maintenance buildings were timed so as to meet the employees in the maintenance buildings prior to starting time or at quitting time. He said that thus it was possible to meet and talk with a large percentage - approximately 200 of 264 - of the maintenance employees, the only exceptions being those on sick leave or vacation and off-duty custodial personnel.

The Executive Director said further that it was not so easy to meet the toll collectors because of their shift work and off-duty days. He said it was also more difficult to visit with them because of their nearly continuous duties in handling traffic. He said that in some instances it was possible to arrange trip schedules so as to visit two shifts at a toll plaza. He said approximately 60 of the 170 toll collectors and 98 emergency call-out toll collectors were met and talked with.

The Executive Director said the employees were friendly and appeared to appreciate a visit from the personnel of the Berea headquarters. He said he knew of no way to measure the true value of the visits but nevertheless he felt that such would provide closer relationship and better communication between headquarters and field installations. He said it was his intention to repeat the visits within the next several months and to encourage other staff members to do the same.

The Chairman said that in the absence of further 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, the Consulting Engineers or the Director of Information and Research.

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

RESOLUTION NO. 18-1968

"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 July 2, 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 July 2, 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, 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. 18-1968.

There being no further business to come before the Commission, a motion was made by Mr. Masheter, seconded by Mr. Redman, that the meet-

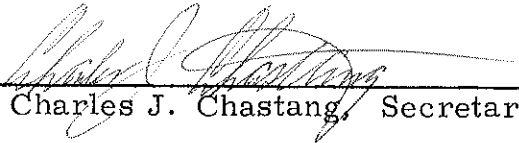
ing adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 11:55 A. M.

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



Charles J. Chastang, Secretary - Treasurer