

MINUTES OF THE TWO HUNDRED AND TWENTY - SECOND MEETING  
October 1, 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 E. Gay Street in Columbus, Ohio at 11:00 A. M. on October 1, 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; a representative, Mrs. Russel Lucas, of the Auditor of State; 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: Masheter, Teagarden, Shocknessy, Chastang.

Absent: Redman.

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 September 3, 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 present responded to roll call. The vote was as follows:

Ayes: Masheter, Teagarden, Shocknessy, Chastang.

Nays: None.

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

The Chairman reported that after a slow traffic start for September due to the Labor Day week end being divided between August and September, the revenue for September still totaled \$3, 237, 000 and exceeded that of September 1967 by \$141, 000. He said September's revenue was the best September ever, exceeding the September 1966 record of \$3, 133, 000, which was the previous best record, by \$104, 000.

The Chairman reported also that Ohio Turnpike revenue bonds in

the face amount of \$4, 084, 000 were purchased at an average price of 91.78 by the Trustee during September, bringing the total of bonds retired to date to \$94, 226, 000. He said the bonds currently outstanding amounted to \$231, 774, 000.

The Chairman reported also that traffic was unusually heavy on Sundays during the month of September principally because of the nice fall weather and as a result there was some congestion due to the resurfacing which was being done under traffic. He said there was a lot of congestion one Sunday and since then it had been possible to make some corrections in the way the traffic had been handled so that there had been no great congestion since.

The Chairman reported also that there were five deaths resulting from accidents in September - one less than in September of 1967, however. He said one driver apparently fell asleep and let his car drift off the roadway and through a right-of-way fence and strike a tree. He said another car went out of control and struck a light post. He said a boy aged 11 was a member of an evening picnic party and was killed by an automobile, the driver of which was not connected in any way with the turnpike, on a service road leading from the Vermilion Valley Service Plaza.

The Chairman reported also that the Interstate Coordinators' Conference had met with the transportation study groups from Springfield and from Lima and had had satisfactory meetings with both groups. He said a great deal of value was realized from those meetings for the Coordinators' Conference and the Highway Department and, he thought, for the studies themselves. The Director of Highways said he agreed with that summation.

The Chairman noted the presence of Mr. C. W. Hartford, who retired as Executive Director of the Commission in July 1968, and welcomed him as a representative of the public.

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, reported that since the last meeting the following were mailed out of the office of the Assistant Secretary-Treasurer:

1. Traffic and Revenue Report for August 1968.
2. Financial Statements as of August 31, 1968.

3. Draft of the minutes of the meeting of September 3, 1968.
4. A detail of investment transactions for September 1968.

The Chairman said that in the absence of questions, the report of the Secretary-Treasurer was accepted as offered. He noted that the chairman of the Committee on Budget and Finance, Mr. Redman, was not present and asked the Executive Director, Mr. Russell S. Deetz, to submit the report of the Committee.

The Executive Director reported for the Committee on Budget and Finance that the Committee in cooperation with the Consulting Engineer had developed a Preliminary Budget of Income and Current Expenses for 1969. He said the income estimate was \$34,000,000 and the expense estimate was \$7,966,135. He said the latter figure was identical to the estimate included in the Thirteenth Annual Report of the Consulting Engineers made to the Ohio Turnpike Commission under date of September 25, 1968.

The Executive Director said further that to make a valid comparison of the Preliminary Budget of Income and Current Expenses for 1969 with the budget for 1968 it would be necessary to adjust the budget for 1968 to include certain items not budgeted which accrued but could not have been foreseen when that budget was prepared in September 1967. He said those unforeseen items were estimated to cost \$300,000 and when added to the budget for 1968 the proposed preliminary budget for 1969 would exceed the adjusted budget for 1968 by 8.4 per cent. He said the deficiency of \$300,000 in unbudgeted items did not necessarily mean that the unadjusted budget for 1968 would be inadequate in that amount - there had been savings in other areas. He said a determination in this respect would have to await further experience during the remainder of the year.

The Executive Director said in response to a question that the \$300,000 of unforeseen items in the 1968 expenditures were attributable primarily to increases in wages, salaries and associated fringe benefits granted by the Commission for Commission employees of approximately \$100,000 and by the State for members of the Ohio State Highway Patrol of approximately \$200,000.

The Executive Director recommended that the Commission adopt as its preliminary budget for 1969 a budget of income in the amount of \$34,000,000 and a budget of expense in the amount of \$7,966,135.

The Chairman ascertained from Mr. Harnden that the Consulting Engineers were satisfied with the budget as presented and from Mr. Sesler that the Trustee was in accord with the budget as presented.

A resolution adopting preliminary budget for the fiscal year 1969 was moved for adoption by Mr. Chastang, seconded by Mr. Masheter as follows:

RESOLUTION NO. 19-1968

"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 1969 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:

<u>Preliminary Budget of Income and Current Expenses</u>	
<u>1969</u>	
Income	\$ 34,000,000
Current Expenses	
Administration & Insurance	1,345,370
Operations	6,482,665
Trust Indenture Expense	<u>138,100</u>
Total Current Expenses	\$ 7,966,135

"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. "

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

Ayes; Masheter, Teagarden, Shocknessy, Chastang.

Nays: None.

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 19-1968.

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

The chairman of the Committee on Service Plazas, Mr. Teagarden, reported that in past years the month of September had posed many problems for the restaurant and service station concessionaires because substantial numbers of vacationers chose to travel after the Labor Day holiday when most of the available help had returned to the classroom. He said that in 1968 through advanced planning the problem of too many customers and too few employees was eliminated and as a result there were fewer complaints during that period than ever before.

Mr. Teagarden reported also that the contracts for remodeling the food services areas at Oak Openings and Fallen Timbers Service Plazas were approximately 20 percent complete. He said most of the demolition, plumbing and electrical work was finished.

Mr. Teagarden reported also that the contract for constructing an additional dining area at Middle Ridge Service Plaza had been delayed because of inability to get delivery of materials. He said it was not expected that any appreciable amount of work would be done on the project within the next 30 days. He said the delay in completion of the additional dining room would not cause any disruption of service or inconvenience to the patrons of the plaza. He said the work would be completed some time during the fall.

In response to a question by the Chairman, Mr. Teagarden said there had been fewer complaints about restaurants than in any previous

year. The Chairman said the Commission did not necessarily expect its concessionaires to provide gourmet foods but it did expect them to provide substantial food, properly priced and served as tastefully as conditions would permit. He said he had not had the rest room complaints during the summer that he usually got. The Executive Director said perhaps increased inspections by the staff may have contributed to a reduction in complaints. He said two staff members were on the road continuously during the summer making inspections.

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 report of the Committee on Safety would be presented by the Executive Director.

The Executive Director reported for the Committee on Safety that preliminary plans and specifications for the installation of a medial barrier on an experimental basis in the area of Milepost 126-127 were received the previous day from the Consulting Engineers. He said it should be possible to finalize the plans and specifications within the next several weeks and advertise for bids in October. He said the plan provided for the construction of a 12-foot wide flat section at the bottom of the median and the installation of a barrier on the centerline of the median. He said the barrier would consist of cables and lightweight posts.

The Executive Director said further the barrier was not expected to contribute to the reduction of accidents but it was hoped it would prevent median crossings which often resulted in serious injury and property damage.

The Chairman said the installation was an experiment which the Commission was undertaking in good faith without believing too much in its validity.

In response to questions the Executive Director said the barrier would be a three cable arrangement with the top cable 26-1/2 inches above the ground.

The Chairman said 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 the report of the thirteenth annual inspection of the turnpike required to be submitted under the terms of the Trust Agreement on or before the first day of October was submitted by the Consulting Engineers under date of September 25, 1968. He said copies of the report had been furnished to Members of the Commission,

staff members and appropriate supervisory personnel.

The Executive Director said further that the inspection in 1968 again found the physical features of the project to be generally in a well maintained and properly functioning condition. He said the report indicated a continuing program for pavement resurfacing of about 40 miles each year in the next two years, a study of the radio communications system to determine a reasonable rehabilitation program and a program for resurfacing and modification of the driveways and parking areas at some of the service plazas. He said those items were currently under study and the preparation of necessary plans and specifications for each of the improvements was expected to begin in the immediate future.

Mr. Harnden said the programs described were those the Consulting Engineers had had in mind for some time and had been watching and planning for. He said the stage at which the items concerned had to be taken care of had finally been reached.

The Chairman said that after 15 seasons of use of the turnpike he felt well consoled by the durability of the facilities that were originally provided. He said that it was the Commission's expectation at the time the turnpike was built that within 10 to 15 years it would have to be resurfaced in its entirety and the maintenance program called for a pretty general resurfacing over the years. In response to questions, the Executive Director said 72 miles of the turnpike would be resurfaced by the end of 1968 and Mr. Harnden said the peat bog crossing on the turnpike in Williams County had been stabilized. He said that location was checked every six months and the differences revealed were insignificant.

The Executive Director reported also that Division 3 of the Department of Highways had advised the Commission that it was preparing plans for the connection of Interstate Route 90 to the Ohio Turnpike in Lorain County and that if the Commission would furnish to the Division at an early date its plans for the toll plaza showing the earthwork and drainage the Division would include those items in its roadway contract. He said that accordingly he had completed arrangements with the Consulting Engineers to prepare plans and specifications for the Interstate Route 90 - Ohio Turnpike toll plaza. He said emphasis would be placed on completing the plans for the earthwork and drainage at an early date for inclusion in the contract.

The Executive Director said further that he had been advised that the construction of the connection might begin in the summer of 1969 and be completed in 1970 or 1971.

The Executive Director reported also that preliminary plans and specifications for the construction of a toll plaza on the interchange for Interstate Routes 80 and 80-S and the Ohio Turnpike in Mahoning County were received from the Consulting Engineers the previous week and were currently being reviewed by the Commission's staff. He said it was expected that the plans and specifications would be finalized within the next thirty days and a proposal for bids advertised in the month of November. He said the bid opening would be scheduled so that the bids would be available for an award of contract at the December meeting of the Commission.

The Executive Director said further that the toll plaza would have three entrance lanes and five exit lanes. He said it would be equal in size to the Eastgate (No. 17) Terminal except for the emergency exit lane which was added to the terminal several years before.

The Executive Director said further the state's contractor was currently working in the area and had completed the rough grading for the interchange ramps and toll plaza. He said Division 4 of the Department of Highways had advised that although the contract had a completion date of August 1970 for the interchange it was feasible that traffic might flow through the interchange as early as December 1969.

The Executive Director reported also that early in July 1968 the construction of an additional exit lane at Strongsville - Cleveland (No. 10) Interchange toll plaza where connection was made with Interstate Route 71 was completed. He said the addition provided a total of five lanes at the toll plaza - two more than at the old toll plaza where connection was made with State Route US 42.

The Executive Director said further that during the first eight months of 1968 traffic through Interchange No. 10 increased 52.3 percent over the traffic for a like period of 1967. He said the 1967 traffic was up 31.8 percent over the 1966 traffic for a similar period. He said the volumes of traffic through the toll plaza were exceeded only at Eastgate Terminal.

The Executive Director said further that in order to handle the rapidly increasing flow of traffic at Interchange No. 10 there was constructed, in addition to the five toll lanes, a temporary entrance lane in the spring of 1968. He said it had been expected that the temporary lane would be used for emergency relief purposes only but as the summer traffic volumes developed it was found that the lane was needed on a daily basis. He said that also during certain hours on heavy traffic volume days the driveway in back of the utility building was used as an emergency relief lane for exiting traffic. The Executive Director said



the addition of the two emergency lanes provided five exit lanes and two entrance lanes for the toll plaza. He said the use of the temporary entrance lane and the driveway in back of the utility building helped but they were inefficient.

The Executive Director said further that the geometric design for the toll plaza provided space for the future addition of an entrance lane and an exit lane. He said the exit lane had been added and he intended to ask the Consulting Engineers to prepare plans and specifications for a permanent additional entrance lane to be constructed in the spring of 1969. He said that would provide a total of six permanent lanes at the toll plaza which would help tremendously but some problems might still be experienced until Interstate Route 80 and Interstate Route 90 should be extended westerly through Greater Cleveland to connect with the Ohio Turnpike. He said the temporary entrance lane and the driveway in back of the utility building would continue to be available for emergency purposes.

The Chairman said the increase in traffic at Interchange No. 10 was startling. The Executive Director said in reply to questions that part of the answer was the fact that I-80 and I-90 had not been extended through Cleveland faster. He said that currently traffic was coming through Cleveland over I-90 and I-71 to the turnpike to travel I-80 and I-90 on through to the west, and that there was also a great development of local traffic between Lorain - Elyria (No. 8) Interchange and Interchange No. 10 and also between Akron (No. 12) Interchange and Interchange No. 10 due to rapidly developing residential and business areas south of the turnpike. He said the temporary lane was suitable for passenger car traffic only.

The Executive Director reported also that at the September meeting of the Commission he advised that in at least three resurfacing contracts on the turnpike one roadway would be closed to traffic progressively for several miles at a time and two-way traffic with a single lane in each direction would be maintained on the other roadway throughout September, October and part of November.

The Executive Director said further that on the resurfacing contract between North Olmsted - Cleveland (No. 9) Interchange and Interchange No. 10 in front of the Commission's Administration Building at Berea a major backup of traffic was experienced Sunday evening, September 15, a minor backup on Sunday, September 22, and no problem on Sunday evening, September 29. He said Sunday, September 15, was a beautiful, sunny fall day and the traffic volume was extremely heavy. He said congestion began following a few minor accidents between the hours of six and seven o'clock which interfered with the free flow of traffic and together with the heavy

volume resulted in traffic backing up and caused some travelers considerable delay. The Executive Director said that for Sunday, September 22, the contractor, William L. Schloss Paving Company, cooperated to the fullest extent by progressing his work during the week of September 16-21 so that there was an emergency lane available for threading a lane of passenger car traffic through the work area. He said that would have provided the necessary relief for that Sunday except that it began to rain and traffic properly drove slower and some drivers stopped on the shoulder to wait out the heavy rain storms thus concentrating traffic on the approach to the construction area.

The Executive Director said further that that contract like the others provided that the contractor would have one roadway uninterrupted for his work area and also provided for beginning work after Labor Day and completion by November 15, 1968. He said that to accomplish that the contractors were working six and sometimes seven days a week.

The Executive Director said further that for the 1969 resurfacing program it was planned to award all contracts as early as February or March, thus giving the contractors a longer construction period and if a contract was not finished by July 1 the contractor would be required to cease all roadway work for the months of July and August and begin again following Labor Day. He said it would also be required that all traffic lanes be open to traffic over week end and holiday periods.

The Executive Director said further that currently 17 contracts were in various stages of completion ranging from about five percent to 98 percent complete. He said all were progressing reasonably satisfactorily except the one resurfacing contract in Mahoning County. He said the contractor, The City Asphalt and Paving Company, was considerably behind schedule and the bonding company had been so notified twice and the bonding company had visited Berea to discuss the situation.

In response to questions, the Executive Director said the Mahoning County contract was to have been completed in August but currently was only about 55 percent completed. The Chairman said he had the feeling that the situation needed a little more aggressive attention than it was getting.

The Executive Director introduced the Commission's Director of Operations, Mr. A. R. Grace.

The Chairman said the report of the Executive Director was accepted as offered. He said the report of the Director of Highways would be received.

The Director of Highways reported that the Superintendent of the Ohio State Highway Patrol, Colonel Robert M. Chiaramonte, had made a statement several days before in which he commented on accident rates and said the fatality rate for average freeways was in the neighborhood of four deaths per 100,000,000 vehicle miles of travel and on the Ohio Turnpike was approximately three deaths per 100,000,000 miles and that the only difference between the two rates was the number of patrolmen assigned to average freeways and to the turnpike. The Director of Highways said that was not a factual statement, that he believed that the Commission and its staff contributed to the safety of the turnpike. The Chairman said they contributed the same as the Highway Patrol had contributed. He said the turnpike was designed and engineered to produce the more favorable rate. He said that Colonel Chiaramonte in his figures undoubtedly had highways that weren't engineered the same way that Interstate Route 71 and the turnpike were.

The Director of Highways reported also that he had had a letter from the Executive Director under date of September 19, 1968 asking that the Department of Highways make a request to the Federal Highway Administration to add to the Interstate System of Highways the remaining part of the Ohio Turnpike which was not on the Interstate System. He said he had not yet answered the letter because the Congress and the Department of Transportation were still in the throes of disagreement upon the criteria for adding to the Interstate System. He said the Department of Transportation's position was that if a state highway department wanted to add to its allotment of interstate mileage it must make a determination of what portion of its existing allotment it wanted to defer and the Ohio Highway Department was not in a position to make that determination. He said the chairman of the Special Subcommittee on the Federal Aid Highway Program of the Committee on Public Works of the House of Representatives of the Congress had written to the Federal Highway Administrator protesting that position and some changes in legislation might result at the next session of Congress. He said he would reply to the Executive Director's letter when he had more information.

The Chairman said the minutes could show that the Commission had received the statement of the Director of Highways in response to the Executive Director's letter of September 19, 1968 and that the Director of Highways said there would be something further.

The Chairman said the report of the Director of Highways was accepted as offered. He said the report of the General Counsel would be received.

The General Counsel reported that with respect to the lawsuit styled Ohio Turnpike Commission vs. International Salt Company he had hoped to be able to report in more detail. He said the Legal Department had been extremely busy the past year and had taken depositions and had been preparing for trial which was set for the latter part of October. He said it would be recalled that the Commission won a preliminary ruling in the United States District Court in Minneapolis and that the salt company then appealed to the United States Circuit Court of Appeals in St. Louis and the Circuit Court by a per curiam decision affirmed the District Court, which meant that the Commission was in effect able to go forward to trial and have the jury informed that the company had been found guilty of conspiracy along with two other salt companies by the United States government, a pretty good help. The General Counsel said he had had some very good discussions about settlement since the salt company appealed to the United States Supreme Court. He said the fact was the parties had been getting very close to a point of settlement as a result of which the salt company had filed an application addressed to the United States Supreme Court requesting that it defer consideration of the case until November 15, 1968.

The Chairman said the report of the General Counsel was accepted as offered. He ascertained there would be no report by the Consulting Engineers or by the Director of Information and Research.

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

RESOLUTION NO. 20-1968

"WHEREAS the 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 3, 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 September 3, 1968 hereby are ratified, approved and confirmed. "

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

Ayes; Masheter, Teagarden, Shocknessy, Chastang.

Nays: None.

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 20-1968.

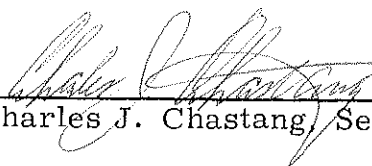
There being no further business to come before the Commission a motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Masheter, Teagarden, Shocknessy, Chastang.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:00 noon.

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

  
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Charles J. Chastang, Sec. - Treas.