

MINUTES OF THE TWO HUNDRED AND TWENTY-FIFTH MEETING
February 4, 1969

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 February 4, 1969 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; and 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: Chastang, Teagarden, Masheter, Shocknessy.

Absent: Redman.

The Chairman announced that a quorum was present. He said Mr. Redman was out of the state.

A motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the minutes for the meeting of December 10, 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: Chastang, Teagarden, Masheter, Shocknessy.

Nays: None.

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

The Chairman reported that since the last meeting and on January 31 in accordance with the statutory requirement, which specifies on or before February 1, the Commission's Annual Report for 1968 was presented to the Governor and to the General Assembly. He said he had with him the letter received that morning from the Clerk of the Ohio Senate acknowledging receipt of the Commission's report.

The Chairman said further that he thought it was the finest report the Commission had ever put out. He said he could not congratulate the Director of Information and Research, James D. Hartshorne, more highly on the report than he did. He said the Commission extended its congratulations and felicitations and expressions of gratitude to Mr. Hartshorne for the exceptional job which had been done in the preparation and presentation of the report. He said Governor Rhodes called him the previous Friday after he had received his copy of the report and said it was the best one ever. The Chairman said further that on behalf of the Commission the Governor was presented with the original of the Commodore Oliver Hazard Perry picture which appeared in the report. He read the letter of presentation, dated February 3, 1969, addressed to Governor Rhodes as follows:

"February 3, 1969

"The Honorable James A. Rhodes
The Governor
The State House
Columbus, Ohio 43215

"Dear Governor Rhodes:

"The Ohio Turnpike Commission takes pleasure in presenting to you the original of a portrait of that great American, Commodore Oliver Hazard Perry, at the Battle of Lake Erie which was painted by artist William E. Turner of Worthington, Ohio for use in the Commission's Annual Report for 1968 to illustrate the story behind the name of a service plaza on the Ohio Turnpike. It is particularly appropriate for you because your book, 'THE COURT-MARTIAL OF COMMODORE PERRY,' was a prime source for the research by the artist.

"Sincerely,

/s/ James W. Shocknessy

"James W. Shocknessy
Chairman"

The Chairman said further that the Governor was very pleased with the picture and said that it would be placed in the archives of the State. The Chairman directed the Director of Information and Research to write a letter of congratulations on behalf of the Commission to

Mr. Turner, Mr. Jack W. Shinn, the artist who designed the report and supervised its production, and to the printer, Heer Printing Company.

The Chairman reported also that as he had mentioned at the last meeting, The Journal of Lorain had been critical of the food facilities on the Ohio Turnpike to the point of making rather veiled threats about what would be done if the Commission did not have served hamburgers and French fries for 48 cents, or something like that. He said that, as the Commission did with all complaints of any kind on the turnpike, it gave that complaint its especial attention. He said the Commission's Supervisor of Patron Services, J. Budd Morrison, wrote a report comparing food prices at restaurants on and near the turnpike and the Commission prepared a resume of its food operation. The Chairman said that a shopper, a woman knowledgeable in food preparation and presentation, had been retained to visit all sixteen restaurants on the turnpike and submitted reports on her observation of the food service. He said the restaurant concessionaires, Howard D. Johnson Company and Gladioux Corporation, had both asked for appointments to see the editor of The Journal and were going to meet with him the following afternoon.

The Chairman said further that an article in The Journal of January 19, 1969 indicated that the newspaper had sought to interest the Honorable Donald J. Pease, State Representative from the 75th House District, which includes the City of Lorain, in having the General Assembly act to "correct abuses at restaurants along the Ohio Turnpike". He said that subsequently, under date of January 30, 1969, Representative Pease addressed the following letter to him:

"January 30, 1969

"James W. Shocknessy, Chairman
Ohio Turnpike Commission
17 South High Street
Huntington Bank Building
Columbus, Ohio 43215

"Dear Mr. Shocknessy:

"As I am certain you know, the Lorain Journal which is one of the daily newspapers in my district, has been writing articles about the quality of food service on the Ohio Turnpike. One of the Journal's complaints is that you, as chairman of the Commission, are unwilling to talk to their representative about how to remedy the alleged situation. The

Journal has approached me as a legislator with this question: If the Turnpike Commission isn't willing to try to remedy the situation does the legislature have a responsibility?

"I have tried to point out that the Turnpike Authority is an independent body over which the legislature does not and should not have very much control. However, if the Commission is in any way derelict in its duties to the traveling public, or if the Commission acts in an arbitrary or capricious manner, then I suppose the legislature does have a concern. The Lorain Journal has suggested that this latter may be the case, but I am unwilling to reach the same conclusions until I have heard your side of the story.

"I would very much appreciate a review from you of the food service situation on the turnpike, including contract arrangements; the Commission assessment of whether the food service is satisfactory; the steps which you feel can or should be taken; and the validity of the Journal charges that the Turnpike Commission and yourself decline to discuss the matter with newspaper personnel.

"Sincerely yours,

/s/ Donald J. Pease

"DONALD J. PEASE
State Representative
75th House District

"DJP/blb"

The Chairman said that with respect to the assertion that he had not been willing to talk with its representative he had had a call from a reporter for The Journal after its first article appeared but before he had seen it. He said the reporter asked what he thought about the article. The Chairman said he told the reporter had had not seen the article. He said the reporter said he would read it to him and then ask his comment. The Chairman said he would not comment on anything he had not seen so the reporter said "then you refuse to comment" and the Chairman said to the report "yes, I refuse to comment at this time." He said the reporter never called him afterwards and The Journal then alleged he refused to talk to it. The Chairman said that was not true. He said that was something one could hardly put across to the newspapers in Ohio because every newspaper knew that one of the things he was always ready to do was talk to the newspapers. The Chairman said further that after receiving the letter from Representative Pease he picked up the

telephone and called Mr. Pease and had a very satisfactory talk with him and told him the Commission would write him a letter that week, but first he wanted to tell the Commission about the matter and see if it was agreeable with the Commission for him to write to Mr. Pease. The Members indicated their assent to writing a letter to Mr. Pease.

Mr. Chastang said that in that connection he was on the turnpike with a party on January 22, 1969 and stopped at the Indian Meadow Service Plaza at mid-afternoon. He said the restaurant was not crowded. He said the food was good. He said that two of the party wanted scrambled eggs and bacon, an item which was not on the cafeteria line, and the attendant ascertained from the chef that the orders would be prepared. He said the rest of the party ate from the buffet and everyone seemed to have good food and the help was very pleasant. He said the personnel of the restaurant had no idea that he was a Member of the Commission.

The Chairman reported also that January was the tenth month in succession in which the revenue exceeded that for the same month in any previous year. January revenue was \$2,333,000 as compared to \$2,098,000 in January of 1968, the best previous first month of the year.

The Chairman reported also that there was only one fatal accident in January. He said January had not been a bad month for accidents. He said people were more careful when they knew they should be careful which was when the roads were likely to be icy or to have natural hazards or when there was a lot of traffic or they knew there would be a lot of traffic.

The Chairman reported also with respect to the Interstate Coordinators' Conference that problems of letting jobs on certain Interstate highway projects in both Hamilton and Cuyahoga Counties had been resolved so that the Department of Highways could proceed with lettings of construction contracts on February 25,

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, Mr. Chastang, would be received.

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

1. Traffic and Revenue Reports for November and December 1968.
2. Financial Statements as of November 30 and December 31, 1968.
3. Detail of investment transactions for December 1968 and January 1969.
4. Accountants' Report, Summary of rentals reported by Restaurant Operators, October 1, 1967 through September 30, 1968.
5. Accountants' Report, Summary of rentals reported by Service Station Operators, October 1, 1967 through September 30, 1968.
6. Accountants' Report, Financial Statements, December 31, 1968.
7. Draft of the minutes of the December 10, 1968 meeting.
8. Cost and Budget Report - Year 1968.
9. Report on Concessionaires - Year 1968.
10. Annual Report of the Commission - Year 1968. Delivered to the Governor of Ohio and the Clerk of the Ohio Senate and the Clerk of the Ohio House of Representatives.

The Chairman said the report of the Secretary-Treasurer was accepted as offered. He said the report of the Committee on Budget and Finance, of which Mr. Redman was the chairman, would be received.

The Comptroller, Mr. Soller, reported for the Committee on Budget and Finance that the budget report which was sent to the Members showed the Commission was operating within its budget.

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 sales of gasoline in 1968 totaled 36,566,000 gallons, an increase of more than a million gallons over 1967. He said diesel fuel sales totaled 5,961,000 gallons, an increase of 600,000 gallons over 1967. He said the total of gallons sold set a new record and was ten million gallons more than had been sold ten years before. He said five service stations, namely those at the Erie Islands, Middle Ridge, Vermilion Valley, Mahoning Valley and Glacier Hills Service Plazas, each sold more than 3,000,000 gallons of fuel while one station, at Indian Meadow Plaza, sold less than 2,000,000 gallons.

Mr. Teagarden reported also that restaurant sales in 1968 were almost identical with 1967 and slightly below the record year of 1966. He said restaurant sales over the past five years had been relatively stable, showing less than a two-percent increase compounded annually. He said there was a substantial variation in sales volume among the sixteen locations. He said each of the three highest-volume restaurants, namely those at Mahoning Valley, Middle Ridge and Portage Plazas, had more than twice as much business as each of the three lowest-volume restaurants, those at Indian Meadow, Fallen Timbers and Oak Openings Plazas.

Mr. Teagarden reported also that following the appearance of articles and editorials in The Journal of Lorain which were critical of the restaurant operations on the turnpike, executives of the restaurant companies were called to conferences in Berea to consider what should be done to meet the criticism. He said the first step taken was to correct price disparities which existed on comparable items between cafeteria and counter service operations. He said the next step taken was to put condiments; i.e., ketchup and mustard, in individual packages to eliminate messy containers. He said a program to solicit patrons' comments had been started. He said business reply cards were handed out by staff members on a spot check basis to find out if turnpike patrons were satisfied with the food service offered. He said that, finally, staff representatives in the department of patron services conducted a survey of prices of many items of food offered at the turnpike restaurants with comparable items at restaurants off the turnpike but located near the turnpike interchanges. He said the survey indicated that pricewise the turnpike traveler received as much value for his dollar on most items if he stopped at restaurants on the turnpike. He made the report part of the record of the meeting.

Mr. Teagarden reported further that changes in quality, quantity and price of items controlled under the Standard Menu of the Restaurant Contracts had been last made in March 1968. He said that, as an ex-

ample, at that time the restaurant operators asked for a price increase on the hamburger from 40 cents on portions of seven patties to the pound (7-1) to 45 cents for a 6-1 portion. He said a price study was made and it was learned that on the Pennsylvania Turnpike a hamburger retailed at 45 cents for a 6-1 portion and on the Indiana Toll Road a hamburger retailed at 50 cents for a 6-1 portion. He said the price of a 6-1 hamburger at the off-turnpike restaurants surveyed ranged from 40 cents to 60 cents. He said the change to 45 cents for a 6-1 hamburger was approved. He said that at that same time a request for an increase in the price of a glass of milk was denied because the price study did not support a higher price as being competitive with restaurants off the turnpike.

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 give the report of the Committee on Safety.

The Executive Director, Russell S. Deetz, reported for the Committee on Safety that good progress had been made on construction of a median barrier guard rail in the vicinity of Mileposts 126-127. He said the turnpike maintenance forces had completed the construction of the stone fill, drainage facilities, and the surface treatment of the fill. He said the contractor - Ben-Tom Corporation - for the construction of the median barrier guard rail began work on January 27. He said progress to date had been good.

The Executive Director reported for the Committee also that the costs to the Commission for the services of the Ohio State Highway Patrol in 1968 exceeded one million dollars for the first time in any year. He said a full complement was reached during the year for the first time but by the year end it was down to 79 - a loss of 16 patrolmen.

He said that in that connection the "Report on Policing Activities, Ohio Turnpike, Year 1968" of District 10 of the Highway Patrol showed substantial increases in many areas. He said arrests totaled 31,107, an increase of 2 percent over 1967; accidents investigated totaled 2,177, an increase of 14 percent; warnings for equipment defects totaled 16,431, an increase of 71 percent; assistance rendered to travelers totaled 23,800, an increase of 30 percent; cases investigated totaled 929, an increase of 15 percent; and miles traveled totaled 4,138,120, an increase of 16 percent.

The Executive Director reported for the Committee also that when the Oil, Chemical & Atomic Workers International Union called

a strike across the nation on January 4, 1969 four service stations on the western end of the Ohio Turnpike were affected. He said employees of Mobil Oil Corporation at Indian Meadow and Tiffin River Plazas and Gulf Oil Corporation at Oak Openings and Fallen Timbers Plazas all belonged to the same union and accordingly went out on strike. He said a single picket line was established on the sidewalk in front of each of the four service stations. He said picketing was peaceful and there was no interference with patron's access to the facilities of the service plazas. He said service was maintained by supervisory employees.

The Executive Director said further that patrolmen of District 10 of the Highway Patrol maintained nearly continuous surveillance at the four plazas. He said that at one time the pickets at two stations became impatient and a little aggressive. He said they set up a second picket line in front of the pump islands, which was contrary to an oral understanding he had had with the union officials. He said when it was brought to the attention of the union officials by the Commission's labor advisor, William C. Hartman, the union officials were successful in getting the pickets to give up their unauthorized line.

The Executive Director said further that several incidents occurred at Oak Openings and F_allen Timbers Plazas during the strike. He said an alarm hose at the truck fuel pumps was cut at one plaza and the vent pipes to the underground gasoline storage tanks were broken at both plazas. He said a combination of snow and gravel was dropped into the fuel storage tanks through the broken vent pipes but did not cause any further damage. He said the strike was first settled at the Mobil stations 12:01 A.M. January 24 and at the Gulf stations 12:01 A.M. January 31.

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 distributed a straight-line map of the Ohio Turnpike to the Members to illuminate the pavement renewal program. He reported that the pavement renewal program for 1969 was divided into five contract sections. He said plans and specifications for those contracts were being prepared by the Commission's Consulting Engineers, the J. E. Greiner Company. He said preliminary plans and specifications had been reviewed by the staff and it was expected that the documents for each contract would be in final form by the end of that week. He said those contracts would be advertised for bids on February 7 with bid opening on February 25. He

said award of contracts might be made at the March meeting of the Commission.

The Executive Director described the five contract sections as follows:

Contract No. RMP 59-69-1, from just east of the Maumee River easterly a distance of 8.1 miles.

Contract No. RMP 59-69-2, from the Sandusky-Norwalk Interchange easterly a distance of 9.2 miles.

Contract No. RMP 59-69-3, from the Vermilion River easterly a distance of 8.0 miles.

Contract No. RMP 59-69-4, from just west of the Portage and Brady's Leap Service Plazas easterly a distance of 9.5 miles.

Contract No. RMP 59-69-5, from just east of the Niles-Youngstown Interchange easterly a distance of 7.4 miles.

The Executive Director said the contracts would add 42.2 miles to the pavement renewal program which totaled 72.1 miles at the end of 1968. He said the contracts provided that the work should begin on March 10 and be completed by July 1, 1969. He said the work included replacing damaged or otherwise deteriorated concrete pavement, cleaning and sealing all joints and cracks of existing pavement, constructing side drainage, placing asphalt concrete pavement in three courses, treating shoulder surface, raising guard rail and restoring all grassed areas to normal condition.

The Executive Director said further that with the ever increasing traffic volume on the turnpike it was becoming progressively more difficult to perform work on the traveled lanes. He said that by beginning the contracts early in March it was hoped that all the work preliminary to placement of the asphalt paving could be completed during the months of March and April when traffic volumes were generally low. He said the placement of the asphalt pavement could then begin early in May with completion in June prior to the beginning of the every-day heavy traffic volumes of the summer months.

The Executive Director said further that the contracts would provide that all traffic lanes should be opened to traffic each week end

from noon Friday to sunrise on Monday, during holiday periods and at such other times as determined both appropriate and necessary by the Commission to accommodate traffic. He said there would be two-way traffic on a single roadway on week days and there would be some interference with the free flow of traffic but that every effort would be taken both by the staff and by the Patrol to keep traffic moving uninterrupted though at a reduced speed through the construction areas.

The Executive Director said further that in addition to the five new projects there were another five projects that could not be finalized in 1968 because of winter weather setting in early. He said three of the carry-over projects involved bridge resurfacing corrective work and accordingly should be completed within several weeks once weather conditions permitted. He said the other two projects were more extensive and would probably not be completed until late spring.

The Executive Director reported further that work on another contract which was awarded December 10, 1968 to the Jos. Bucheit & Sons Company for the construction of the toll plaza and utility building on the turnpike, I-80 and I-80S interchange was expected to begin on March 1. He said that at the preconstruction conference held on January 27 for that project it was evident that the contractor was well prepared to progress the work. He said the contract provided for completion by November 29, 1969. He said the same superintendent would be on the project who constructed the toll plaza and utility building on the Ohio Turnpike and Interstate Route 71 interchange several years ago.

The Executive Director introduced the Commission's Supervisor of Patron Services, J. Budd Morrison.

The Chairman said he wanted to mention that Mr. Deetz had been Executive Director for more than six months and he thought Mr. Deetz had performed very well and was so far a successful Executive Director. Mr. Deetz thanked the Chairman for his remarks.

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, Mr. Masheter, said he had no report but did have a question. He said that in the Highway Department's design for the highways it anticipated traffic for the next 20 years and that 1990 was the Department's design year. He said the question had been raised as to whether or not consideration had been given to the

status of the Ohio Turnpike as being a toll road versus a free road at that time.

The Chairman said that as far as the Commission could tell the turnpike should be a free road in 1980 so that when a projection of traffic and free facilities in the State in 1990 would be made the Department of Highways could without question consider the turnpike as part of the State System of highways. Mr. Masheter said there was another side as he saw it. He said that by that time there would be need for additional facilities along the turnpike. He said that when the toll road was turned over to the Department of Highways following retirement of the turnpike revenue bonds it should be in a physical condition approved by the Director of Highways. He said that would no doubt mean the elimination of the toll plazas and that general type of thing. He said he had conjectured that the Commission might at that time build a third lane on portions of the turnpike or even repave some of the turnpike. He said that perhaps even though estimates had been made that the bonds could be paid off in the 1980's there would be a period of three or four years before the turnpike would be in condition to turn over as a free road.

The Chairman said the turnpike ought to be in condition to be turned over to the Director of Highways so that he could accept it. He said that by the time the bonds were paid off the road should be in adequate condition. He said the Commission was not only counting on paying bonds but counting also on doing all the work that would be entailed in maintaining the road for the burdens it should bear during that period. Mr. Masheter said it might be that by 1980 there would be a definite need for additional interchanges and it might be possible for the Commission to add some interchanges in preparation for the take-over of the turnpike by the Highway Department. The Chairman said the State could make up its mind. He said he did not think the State had to take off the tolls but could continue the turnpike as a toll road even after the Turnpike Commission had turned over the highway. He said the statute could be changed.

Mr. Masheter said his question had been answered.

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

The General Counsel, Lockwood Thompson, reported that in the case of Ohio Turnpike Commission vs International Salt Company a Journal Entry of dismissal with prejudice on both sides had been filed,

the action had been terminated, the petition for writ of certiorari with the Supreme Court of the United States had been withdrawn, and the United States District Court, the District of Minnesota, Fourth Division, had approved the Journal.

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

The Director of Information and Research thanked the Members for their kind words about the Commission's Annual Report for 1968. He said that all the staff members at the table and many who were not present had a substantial hand in preparing the report. He mentioned particularly the Comptroller's suggestion for the inclusion of charts on bond retirements and interest payments and the section on legal matters written by the General Counsel and the Assistant General Counsel, Francis K. Cole.

The Chairman said 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. Chastang, as follows:

RESOLUTION NO. 1-1969

"WHEREAS the executive director, chief engineer, general counsel, assistant general counsel, secretary-treasurer, assistant secretary, 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 December 10, 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 December 10, 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: Teagarden, Chastang, Masheter, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 1-1969.

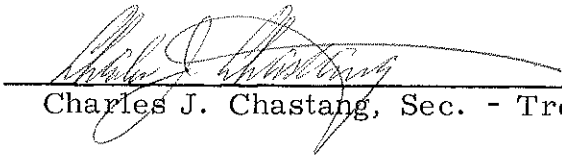
There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes; Chastang, Teagarden, Masheter, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:11 P.M.

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



Charles J. Chastang, Sec. - Treas.