

MINUTES OF THE TWO HUNDRED AND TWENTY-SEVENTH MEETING
April 1, 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 April 1, 1969 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, 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: E. C. Redman, Charles J. Chastang, J. W. Wilson, James W. Shocknessy.

Absent: O. L. Teagarden.

The Chairman announced that a quorum was present. He said Mr. Teagarden was out of the state and that P. E. Masheter, the Ohio Director of Highways, was being represented by Mr. Wilson, Chief Engineer of the Department of Highways, in accordance with the opinion of General Counsel to the Commission.

A motion was made by Mr. Chastang, seconded by Mr. Redman, that the minutes for the meeting of March 4, 1969 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, Redman, Wilson, Shocknessy.

Nays: None.

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

The Chairman reported that the revenue for March was \$2,628,000, which was \$213,000 higher than the previous best March which was in 1967. He said March was the twelfth month in succession in which income exceeded that for the corresponding month of all previous years. He said

that revenue for the first quarter of 1969 totaled approximately \$7, 123, 000, which exceeded the best previous first quarter, that of 1968, by \$603, 000.

The Chairman reported also that during March the Trustee purchased for retirement \$204, 000 principal amount of Ohio Turnpike revenue bonds, bringing the total of bonds retired to date to \$101, 343, 000, leaving an outstanding balance of \$224, 657, 000.

The Chairman reported also that there had been no fatal accidents on the turnpike since January 8, 1969.

The Chairman reported also that Mrs. Russel Lucas, who had been the Auditor of State's representative since 1956, had been assigned to other duties.

The Chairman reported also that he had a letter from the Publisher and Executive Editor of the Akron (Ohio) Beacon Journal, Ben Maidenburg, that ought to make the Members feel good. He read the letter as follows:

"March 27, 1969

"Dear Jim:

"I hope you will pardon me for intruding on your 'home' but no one seemed to know your office address in Columbus.

"I just wanted to tell you how terribly impressed I was Tuesday night driving back to Akron from Marion, Ind.

"The trip up I-69 was terrible -- snow, sleet and ice.

"The piece of the Indiana Toll Road from Angola to the Ohio line was equally bad. It took us about 2-1/2 hours to go the approximately 100 miles on the two roads.

"But when we hit the Ohio Turnpike I saw something I would never have believed if I hadn't seen it -- trucks by the dozens all up and down the Turnpike spreading that snow-melting chemical. We got onto the Turnpike about 9:30 p. m. and got off about 12:30 and it seemed that every three or four miles there was another anti-snow spreader.

"I knew you were good; but, to repeat, I'd NEVER have believed that anyone would keep such a long stretch of highway cleared of snow

at those night-hours.

"You deserve some kind of medal!

"With all best wishes,

"Sincerely,

/s/ Ben

"BM:sjf

"Ben Maidenburg

"Mr. James W. Shocknessy
Columbus Athletic Club
E. Broad Street
Columbus, Ohio"

The Chairman said 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 Report for February 1969.
2. Financial Statements as of February 28, 1969.
3. Draft of the minutes of the March 4, 1969 meeting.

The Chairman said 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 that expenses were below budget for the first two months in 1969; that of the three major accounts, administration and insurance was \$41,164 under its budget, operations was \$12,252 over its budget and trust indenture expense was \$871 under. In response to questions, the Executive Director, Russell S. Deetz, said costs for snow and ice control during the period were \$80,000 more than budgeted because of the combination of light snow, temperature around 30 degrees, moisture and freezing conditions.

The Chairman said that in the absence of further questions, the report of the Committee on Budget and Finance was accepted as offered. He ascertained that there would be no reports by the Committee on Service Plazas or by the Committee on Employee Relations. He said the report of the Committee on Safety would be received.

The Executive Director reported for the Committee on Safety that instead of having winter storm conditions as the major activity for the month of March the maintenance forces had a new experience: fighting grass fires. He said there was a total of 32 grass fires, some of which started on abutting property as a result of the burning of trash and then spread through the dry grass and onto turnpike property, while others started on the turnpike as a result of travelers throwing out lighted cigarettes that were then blown by the wind or traffic air currents onto the dry grass of the turnpike slopes, starting fires that spread to abutting property. He said the Commission's own fire-fighting units and local fire departments cooperated in extinguishing the fires.

The Executive Director said further that in one of the grass fires off the turnpike the smoke from the burning area settled on a section of the turnpike reducing visibility on the turnpike to nearly zero. He said the driver of a station wagon upon entering the dense smoke area reduced speed sharply to nearly a stop while remaining in the driving lane. He said the driver of a semi-truck that was following the station wagon at a distance of about 1,000 feet crashed into the rear of the nearly stopped station wagon. He said the driver of the truck said the smoke was so dense that he couldn't see what he had struck until moments later when it began to clear. He said six persons in the station wagon were injured in the accident, two critically.

The Executive Director said further that a lesson in fire-fighting practice was learned from the latter accident. He said fire fighters must remain alert as to what was happening on the nearby roadway. He said the assignment of a flagman to slow traffic approaching a dense smoke area might avoid a repeat of that type traffic accident. He said the experience would be used as an example in future fire-fighting training schools and on occasion in maintenance safety lectures.

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 at the meeting of the Commission in April 1968 the Committee on Service Plazas reported on its

study of the Consulting Engineers Report on Future Service Plaza Facilities for the Ohio Turnpike dated September 1967 and the Supplementary Report thereto dated December 1967.

The Executive Director said further that it was the determination of the Committee at that time that consideration of the need for an additional service plaza on the Ohio Turnpike at a location west of the interchange currently under construction in the Youngstown area to connect the Ohio Turnpike with Interstate Routes 80 and 80-S be deferred for; at least one year and that the subject be again reviewed in the spring of 1969.

The Executive Director said further that in making that recommendation the Committee felt that the two existing service plazas, Portage and Brady's Leap, which were located just 18 miles west of the suggested location for the new plaza would serve the same segment of traffic and could accommodate sufficiently greater volumes of patronage than they have been called upon to serve in the past.

The Executive Director said further that a study of the traffic conditions for the year 1968 and a comparison with those of the year 1967 revealed the following:

1. Traffic volumes by the door at both Portage and Brady's Leap Service Plazas increased about 5 percent in 1968.
2. The gross business for the restaurant at Portage increased approximately 1.2 percent and at Brady's Leap approximately 1.3 percent in 1968.
3. The gasoline and diesel fuel sales at Portage increased approximately 1.7 percent and at Brady's Leap approximately 1.3 percent in 1968.
4. Several years ago a restaurant customer-count survey was initiated at select service plazas consisting of three one-week counts spaced throughout the high volume traffic season. In comparing results of the 1968 survey with those of 1967 it was found that in 1968 the number of customers at Portage Service Plaza decreased approximately 13 percent and at Brady's Leap Service Plaza decreased approximately 2 percent.
5. With the opening of segments of I-80S between Niles-Youngstown (No. 15) Interchange on the Ohio Turnpike and I-71

west of Akron the traffic pattern on that section of the turnpike underwent a significant change. Traffic through Interchange No. 15 in 1963 began to show an abnormal growth which continued each year thereafter. The volume through the interchange for 1968 was 115 percent greater than the volume in 1962 which was the year immediately prior to the establishment of the new routing for I-80S east from I-71. A sizable portion of traffic that followed I-80S was believed to be long distance traffic which was thereby lost to both plazas but especially to Portage Service Plaza.

6. It was felt that the composition of the traffic stream past those service plazas currently consisted of more short trip traffic that did not stop for food or fuel.
7. Since the traffic volume on the turnpike regularly reached its peak in August it appeared logical to analyze the service plaza activities for August 1968. At Portage Service Plaza, the higher volume of the two, it was found that the service station pumped 411,179 gallons of fuel and that the highest single day was August 17 when 19,262 gallons of fuel was dispensed. To handle that volume the oil company used but seven of the ten pump-island lanes, or 70 percent of the available equipment. That indicated that the service station could accommodate a 43 percent increase in patronage on peak traffic volume days with no difficulty. Gross sales for the restaurant at Portage Service Plaza for August 1968 were \$98,500 and for the peak day, August 17, sales were \$4,404. Relating those figures to the traffic by the door and check averages, it appeared that the demand for restaurant service was approximately 300 persons per hour for the peak period. With all facilities of the restaurant operating at maximum efficiency approximately 500 persons per hour could be accommodated. Accordingly, it was indicated that the Portage Service Plaza restaurant could accommodate a 66 percent increase in patronage on peak traffic volume days with no difficulty.

The Executive Director said further that all figures of the study indicated that Portage and Brady's Leap Service Plazas could accommodate substantially greater volumes of patronage than they had been called upon to serve in the past. He said that since it was not expected that I-80 across the State of Pennsylvania would be opened in its entirety any earlier than 1971 there should be no problem prior to that date except for an

occasional bus stop type peak period. He said that when I-80 was opened to traffic its effect on Portage and Brady's Leap Service Plazas should be gradual. He said it generally required a few years for a new highway to become fully integrated into the highway system.

The Executive Director said further that if, however, facilities should become inadequate, relief could be provided within a matter of several months by installing a cafeteria line in Brady's Leap Service Plaza to replace the sit-down counter service and by installing a second cafeteria line in Portage Service Plaza to replace table service and by providing an additional gasoline pump island at either or both service plazas.

The Executive Director said further that it was recommended that the subject of additional service plaza facilities in the subject area be left for consideration after the impact of the completion of I-80 could be evaluated.

Mr. Harnden said the Consulting Engineers concurred in the recommendation. He said he thought it would be well to defer any action until it could be seen what would develop after I-80 was in operation.

The Executive Director reported also that with respect to the other two recommendations of the report: (1) major remodelling of Middle Ridge and Vermilion Valley Service Plazas, and (2) the construction of an additional service plaza facility just east of Sandusky - Norwalk (No. 7) Interchange, the Committee in April 1968 recommended that consideration of those recommendations be deferred beyond 1970 and 1972, respectively. He said those dates were selected because it was believed that they would coincide with the opening of I-80 and I-90 from the turnpike toward Cleveland. He said it was currently doubtful that those routes would be open to traffic that early.

The Executive Director said further that during the past year additional capacity was provided at Middle Ridge Service Plaza by the installation of a self-service speed line in the carry-out section and the enclosing and improvement of the outside carry-out section to provide additional seating for the cafeteria patrons. He said it was expected that those improvements would better accommodate patrons during the coming summer and that congestion, if any did occur, would be limited to a relatively few peak periods on peak volume days.

The Executive Director said further that based upon the use experience of the past summer and the increased capacity provided at

Middle Ridge Service Plaza and the probable opening dates for I-80 and I-90 it was recommended that consideration of those two projects be deferred for the present and resurveyed in 1970. He said the members of the Committee on Service Plazas including the chairman, Mr. Teagarden, had been polled and all of them concurred in the recommendations of his report.

The Chairman said the report was very interesting and in many respects more optimistic than he had expected. He said he trusted that it was as realistic in its conclusions as it was optimistic. In response to a question by the Chairman, Mr. Harnden said the Consulting Engineers were entirely agreed with the whole recommendation.

In response to a question by Mr. Chastang, the Executive Director said the Commission was continuing to use the services of a restaurant shopper and would increase that surveillance during the summer months through the use of a second shopper. He said the shopper's comments were brought to the attention of the restaurant operators. He said that in one instance Howard B. Johnson, president of the Howard D. Johnson Company, hired a shopper and sent her to the Howard Johnson's restaurants on the turnpike after receiving the reports of the Commission's shopper. He said one of the most common criticisms by the shopper was dried food on the cafeteria line. Mr. Redman said he would be interested in seeing some of the shoppers' reports. The Chairman said he thought improvements occurred as a result of the shopper activities but he thought the surveillance had to be perpetual, that the criticism would be perpetual and that all that one could do was to rely on the good faith of the management.

The Executive Director reported also that at the last meeting of the Commission four contracts were awarded for the repair and resurfacing of pavement on 34.8 miles of the turnpike. He said preconstruction conferences were held on those projects on March 5 and 6 and work was started by each contractor on March 10 as provided in the contract. He said that to date the work in progress consisted of constructing cross-overs in the median for maintenance of traffic, replacement of cracked and otherwise deteriorated sections of concrete pavement and the development of asphalt plant sites. He said the unusual spring-like weather during the second and third weeks of March enabled each contractor to get off to a good start and progress had been satisfactory.

The Executive Director said further that following award of the resurfacing contracts the Commission received written requests from two contractors - two requests from Northern Ohio Paving Company and

one from The McCourt Construction Company - for special access to the turnpike for their construction vehicles. He said two of the requests were for permission for each of the contractors to construct a driveway to the turnpike from abutting property selected by the contractor for his asphalt plant site for the performance of the contract. He said that while those requests were being processed both contractors took a chance on receiving approval and began some work on the plant sites during the spring-like days. He said a similar plant site access had been granted to Northern Ohio Paving Company while performing a like project in 1967 under the same special provisions and general conditions.

The Executive Director said further that when Northern Ohio Paving Company began work on a plant site located between Contracts No. 2 and No. 3 an attorney for The Wm. L. Schloss Paving Company of Cleveland, an unsuccessful bidder on Contract No. 3 but successful on Contract No. 1, made a request to the Commission's General Counsel, Lockwood Thompson, for a meeting to discuss special access. He said that at the meeting so arranged on March 19, 1969 Mr. Ray Schloss, president of the company, claimed that had he known he might have been able to get such access he would have bid \$100,000 less which would have put his bid \$60,000 under the successful bidder. The Executive Director said that Mr. Schloss asked that the request for access be denied Northern Ohio Paving Company in accordance with the language of the specifications, and also advised that the granting of such access could mean an additional \$250,000 profit for the contractor. He said that nearly concurrent with the meeting in Berea the Schloss Company's bonding company's representative advised Highway Director Masheter of the access question.

The Executive Director said further that the Commission had the choice either to stand on the specifications which restricted entrance to certain interchanges and maintenance buildings or to issue a change order that was meaningful and just. He said that contrary to what the unsuccessful bidder claimed as additional profit on Contract No. 3 the successful bidder claimed no additional profit nor could the Commission's engineers determine any significant savings. He said there was only \$7,000 difference between the Schloss bid and the Northern Ohio Paving Company's bid on asphalt items totaling nearly \$720,000.

The Executive Director said further that following a number of telephone conversations with the Chairman and Director Masheter and upon advice of General Counsel he made the decision to stand on specifications and instructed the Chief Engineer to advise Northern Ohio Paving Company and The McCourt Construction Company that the Commission was standing on the specifications and accordingly their requests for special access were denied.

The Executive Director said further that the third letter of request was from the Northern Ohio Paving Company for access at the Castalia Maintenance Building which was outside the non-revenue travel zone for that company's other resurfacing contract. He said the request was approved as a substitute for the Amherst Maintenance Building access which was within the non-revenue travel zone. He said that the contractor would be required to pay toll. He said use of the Castalia Maintenance Building access would keep the contractor's vehicles out of the Sandusky-Norwalk (No. 7) Interchange which would be a benefit to the users of that interchange.

The Executive Director said he would like to thank the Chairman and Director Masheter for the consultation and advice given him on the access matter.

The Members had a full discussion of the controversy between the Northern Ohio Paving Company and The Wm. L. Schloss Paving Company. Mr. Redman suggested that in preparing documents for future resurfacing contracts consideration be given to permitting bidders to specify alternate points of access to the turnpike to those set forth in the special provisions, so as to allow them to include in a bid not only prices for the work with accesses as specified but also alternative prices for performing the contract with an additional or substitute point or points of access, either existing or to be constructed for the purposes of the contract, the location of which would be described in an alternate bid.

The Executive Director reported also that work was started on March 4 on one of the six pavement renewal contracts carried over from the past fall. He said guard rail adjustments were being made and stone shoulder protection was being placed under the guard rail. He said the remaining work on those projects was largely placement of asphalt concrete pavement which could not be started until weather conditions permitted.

The Executive Director reported also that construction work on the toll plaza and utility building at the Ohio Turnpike and I-80 and I-80S interchange had been satisfactory for the time of the year.

The Executive Director introduced Charles Radyk, Superintendent of Traffic and Safety on the Commission's staff. Mr. Radyk said his work with the Commission had been an enjoyable experience because of the challenges it presented.

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, or by the General Counsel, or 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. Chastang, seconded by Mr. Redman, as follows:

RESOLUTION NO. 10-1969

"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 March 4, 1969, 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 4, 1969 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: Chastang, Redman, Wilson, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 10-1969.

The Chairman addressed Mr. C. W. Hartford, who retired in 1968 as Executive Director of the Commission, and said the Commission was glad to have him in attendance.

There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Redman, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays

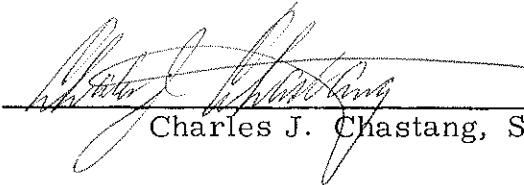
was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Chastang, Redman, Wilson, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:13 P. M.

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



Charles J. Chastang, Sec. - Treas.