

MINUTES OF THE TWO HUNDRED AND TWENTY-EIGHTH MEETING
May 6, 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 May 6, 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; members of the press and others in attendance.

The meeting was called to order by the Chairman, who said that in the absence of the Secretary-Treasurer and the Assistant Secretary-Treasurer, the Director of Information and Research would act as temporary secretary of the Commission. The roll was called and the attendance was reported to be as follows:

Present: Redman, Masheter, Teagarden, Shocknessy.

Absent: Chastang.

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

A motion was made by Mr. Redman, seconded by Mr. Masheter, that the minutes for the meeting of April 1, 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: Redman, Masheter, Teagarden, Shocknessy.

Nays: None.

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

The Chairman reported that the Commission had had a comparatively routine month so far as business was concerned but a tragic month so far as fatal accidents were concerned.

The Chairman said that for the month of April, during which the Commission had the benefit of Easter traffic, the revenue was approximately

\$2,989,000, which was \$190,000 more than the best previous April which was that of 1968. He said April was the thirteenth month in succession in which income was higher than for the corresponding month of previous years.

The Chairman reported also that there were no bond purchases in April or in May but, certainly, bonds might be purchased in June and July with the major purchases occurring after the first of August.

The Chairman reported also that there were five fatal accidents on the Ohio Turnpike in April which resulted in 11 deaths - a total which equalled that of June 1965 and April could only be considered a tragic month. He said the explanations were the same old explanations as over the years - cars out of control because of sleepiness and cars out of control because of inattention. The Executive Director confirmed that there were not any fatal accidents because of mechanical failures. The Chairman said there were none that could be construed as the result of engineering failure. He said they were all accidents which were rooted in human failure.

The Chairman reported also that during the month of April the Commission received the Auditor of State's "Report of Examination of the Ohio Turnpike Commission, January 1, 1968 to December 31, 1968" which had been examined by the Comptroller, John Soller, who advised him that, like all previous reports which Mrs. Russel Lucas, a representative of the Auditor of State's Office, had prepared, it was a faithful portrayal of the business of the Commission as it occurred during the period of the report. He instructed the Executive Assistant to the Chairman, James D. Hartshorne, to acknowledge the report to the Auditor of State, the Honorable Roger Cloud, and thank Mr. Cloud for submitting it, compliment him on its form, and tell him that the Commission enjoyed its continuing harmonious relations with the Office of the Auditor of State.

The Chairman said that in the absence of questions, the report of the Chairman was accepted as offered. He said that in the absence of the Secretary-Treasurer, Mr. Chastang, and the Assistant Secretary-Treasurer, Mr. Soller, the report of the Secretary-Treasurer would be submitted by the Director of Information and Research, Mr. Hartshorne.

The Director of Information and Research reported for the Secretary-Treasurer that since the last meeting the following had been sent to all Members:

1. Detail of investment transactions for March and April 1969.
2. Traffic and Revenue Report for March 1969.

3. Financial Statements as of March 31, 1969.
4. Draft of the minutes of the April 1, 1969 meeting.
5. Expense and Budget Report, First Quarter 1969.

The Chairman said that in the absence of questions 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 the Commission's operating expenses for the first quarter of 1969 were \$84,027 under budget. He said the administrative and insurance account was \$16,405 under; the operations account \$63,865 under; and trust indenture account \$3,757 under.

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 the Committee had scheduled a meeting for May 7 to begin discussion on new restaurant contracts for advertisement during the first half of 1970. He said it was expected that a number of meetings would be required before the Committee would be ready to present a form of contract to the Commission for approval.

Mr. Teagarden reported also that the shopper activity had been augmented by the services of a second woman, Miss Mary Letherman, experienced in food handling and the latest report indicated that progress was being made in many areas. He said that when a shopper report was received it was reviewed by the appropriate members of the Commission's staff. He said a comparison was made with the previous reports to see whether the shopper had noticed any improvements or whether a particular deficiency had been mentioned twice at the same restaurant. He said a copy of the report was then forwarded to the regional vice president of the restaurant-concessionaire company involved who was responsible for the operation of the restaurants which were shopped and a meeting was scheduled between the Supervisor of Patron Services and the regional supervisor of the restaurant company at which deficiencies were discussed and particular emphasis was placed on those items which might have been mentioned twice even though not in consecutive reports.

Mr. Teagarden said further that the restaurant operators had co-

operated with the Commission as evidenced by the incorporation of changes suggested by the staff. He said the shopper's comment concerning poor price markings resulted in the operator concerned accepting the recommendation to list the name of each item and the price of the item on the front of the cafeteria line. He said comments about placement of china and silverware resulted in changes which made it easier for the patrons to find those items. He said the problem of chicken not being cooked thoroughly had apparently been solved and the shopper acknowledged that improvement on her latest report. He said that when the restaurant operator learned that the average patron found the lobbies unattractive, new furniture was placed in the lobbies and the walls were partially decorated in themes in keeping with the season. He said in addition to those changes, others had been made which enhanced the operation.

Mr. Teagarden said further that the one comment which persisted in the shopper's report was that the hot food section of the cafeteria line looked dry and unappetizing. He said that situation had been reviewed with concern by the operators and specific instructions concerning proper attention to the hot food section had been issued to each unit manager. He said that problem was apparently the result of a letdown by one or two people during certain periods of the day since the shopper never seemed to encounter the problem at the same restaurant twice in succession. He said inspections by the staff showed that even though it occurred from time to time, it was not commonplace to find the hot food section of the cafeteria lines dry and unappetizing in appearance.

The Chairman said he had observed in the shopper reports something that manifested the fluidity of the reported conditions in the restaurants - there was not uniformity in the reports of the shoppers. He said he noticed that one shopper who inspected the restaurant one time would comment on something which the other shopper at another time did not find. He said that maybe both shoppers would comment on much the same thing and one gave a good report and one a bad. He said he thought, therefore, that that indicated there was a manifest fluidity in conditions.

Mr. Redman suggested that in a matter as important to everyone, including the traveler, perhaps the Commission ought to have a full-time person shopping the restaurants or that the restaurants should be shopped more frequently, perhaps every two weeks. The Executive Director said the Commission's staff included a Supervisor of Patron Services and an Assistant Supervisor of Patron Services who were inspecting the restaurants and the service stations all along the turnpike on a regular basis and who, if they found deficiencies, talked to the manager of the facility involved directly about the deficiencies but did not always write a report about their findings.

Mr. Teagarden commented that apparently the great difficulty in the operation of the restaurants went right back to the managers of the restaurants. He said that with capable management a lot of the difficulties could be avoided. He said it was almost impossible to get good people as managers and that the turnover was tremendous.

Mr. Masheter said he could not be concerned too much about the restaurants because the few times he had been on the Ohio Turnpike and on the Indiana and Pennsylvania and New York toll roads, he had found Ohio Turnpike restaurants far ahead of those on the other toll roads. He said he thought the restaurants did a very good job.

Mr. Redman suggested that to obtain uniformity in reports on the restaurants by different shoppers it might be well to have them use the same report form.

The Chairman said that in the absence of further questions the report of the Committee on Service Plazas was accepted as offered. He said the report of the Committee on Employee Relations would be received.

The chairman of the Committee on Employee Relations, Mr. Teagarden, reported that requests had been received from Teamsters Union, Local 20, and from Commission employees who were not members of Local 20 to meet to discuss wage adjustments, working conditions, and other matters. He said that in accordance with the provisions of the Employee Manual the committee had scheduled two meetings. He said the meeting with Local 20 would be held on June 4 and the meeting with spokesmen for employees who were not members of Local 20 would be held on June 5.

The Chairman said that in the absence of questions the report of the Committee on Employee Relations was accepted as offered. He said the report of the Committee on Safety would be offered by the Executive Director, Russell S. Deetz.

The Executive Director reported that there were five fatal accidents on the turnpike during the month of April claiming the lives of 11 persons. He said three were single-vehicle accidents and two were multiple-vehicle accidents.

The Executive Director said further that the first fatal accident of the month occurred when the driver of a passenger car, after having passed a truck, lost control of the vehicle when she overcorrected in a gusty wind. He said the vehicle then struck a right-side guard rail on the

approach to a bridge, slid along the guard rail and flipped over the bridge railing, landing on its top at the edge of a stream below. He said the driver apparently was inexperienced in handling a car in a gusty cross wind while at turnpike speed. He said three persons were killed, one injured.

The Executive Director said further that the second fatal accident occurred when a driver of a passenger car, again after having passed a truck, lost control and struck a right-side guard rail. He said the impact demolished the guard rail and allowed the car to slam into a bridge pier. He said the driver had overextended his endurance and apparently was asleep. He said four persons were killed, one injured.

The Executive Director said further that the third fatal accident occurred when the driver of a passenger car ran off the road into the median strip and flipped onto its top. He said the driver was driving at high speed in the rain and had been drinking. He said two persons were killed, two injured.

The Executive Director said further that the fourth fatal accident occurred in a two-way traffic zone when the driver of a passenger car while overtaking and passing several vehicles suddenly swerved to the right and lost control. He said the car spun around in the roadway and struck a truck traveling in the opposite direction. He said the driver of the passenger car disregarded the "Single Lane No Passing" signs. He said that by his passing movement the driver forced the traffic being passed and the traffic from the opposite direction to take the shoulders in an attempt to avoid a collision. He said the driver of the car had passed many warning signs on the approach to the zone and within the zone announcing "50 MPH", "Two-Way Traffic Ahead" and "Single Lane No Passing". The Executive Director said that when the driver was interviewed by the investigating patrolman he advised that he knew he was in a two-way traffic zone and that he swerved to the right when he thought a car was coming toward him on his half of the roadway - yet he was on the wrong side of the roadway. He said the driver further advised that his speed was 70 mile per hour. He said the driver was apparently inattentive. He said one child was killed in the accident, three other persons were injured.

The Executive Director said further that the fifth fatal accident also occurred in a two-way traffic zone when the driver of a sports car began passing another vehicle and collided head on with a truck traveling in the opposite direction. He said the driver of the sports car had disregarded all of the approach warning signs to the zone and had become impatient while following a slower vehicle. He said the truck driver was killed in the accident and two other persons were injured.

The Executive Director reported also that the Ohio State Highway Patrol and members of the Commission's staff had been giving special study to the approach warnings and control measures utilized in the bi-directional traffic maintained zones. He said they were trying to determine if there was anything else that could be done to eliminate such accidents. He said additional measures so far taken as a result of the study included installing additional "Single Lane No Passing" signs, extending the placement of traffic cones at crossovers, and erecting a large sign in advance of each contract section announcing the construction ahead and the length of the work zone and requesting drivers to please drive carefully.

The Executive Director said further that the rash of fatal accidents had continued into the month of May. He said that on May 1 a tank truck ran into a trailer loaded with boat trailers being pulled by a passenger car. He said the truck continued into the median strip where it rolled over. He said the driver of the truck was apparently inattentive, got too close to the trailer and then, in attempting to avoid collision, made a quick turn to the left and lost control. He said one person was killed, one injured.

The Executive Director said further that on May 2 a woman driving a 1966 Chevrolet ran into a median-side guard rail to a bridge. He said the car became airborne and continued over the right-of-way fence between twin bridges. He said the cause of the accident was unknown. He said there were no skid marks, no information available to the patrol, no witnesses to say what might have happened.

The Chairman said there were things on which design had no impact. He said engineering design had nothing to do with those accidents. He said every one of them resulted from driver or human failure in some respect.

Mr. Redman suggested that having a Highway Patrol car sitting somewhere in the no-passing zones with a signal flashing might slow drivers down. The Executive Director said there were patrol cars in each of the zones. He said the patrolman was less than a minute away from one of the accidents that occurred in a two-way zone.

The Executive Director reported also that in contrast with the fatality experience the overall accident frequency had been less. He said there were experienced 55 fewer accidents in the first four months of 1969 in comparison to the like period of 1968. He said that represented a reduction of traffic accidents of 13.4 percent.

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 March 1969 he reported that the plans and specifications for the construction of an additional toll lane and booth at Strongsville-Cleveland (No. 10) Interchange, where connection was made with Interstate Route 71, would be finished within the following ten days and that a contract would be advertised for bids soon thereafter. He said that at the bid opening on April 14, 1969 three bids were received. He said contract RMP 58-69 was awarded to The R. J. Platten Contracting Company of Cleveland, Ohio on its low bid in the lump sum price of \$112,396. He said the bid was approximately three percent under estimate. He said work had been started on the project and was scheduled for completion on or before June 27, 1969.

The Executive Director reported also that currently there were 17 construction contracts in progress. He said eight of the contracts were complete except for some necessary corrective work. He said conferences with the contractors on those projects indicated that they would perform all corrective work within the following 30 days. He said three other contracts, including two for pavement resurfacing and one for repair of concrete substructures of Cleveland (No. 11) Interchange bridges, were nearing completion and should be ready for final inspection within the following six weeks.

The Executive Director said further that progress on the four pavement resurfacing contracts awarded early in March 1969 and on the Ohio Turnpike/I-80, I-80S interchange toll plaza contract awarded during the past winter had been reasonably satisfactory for the time of year. He said the many rainy spring days and the resulting wet soil conditions had caused the contractors to fall somewhat behind schedule. He said each of the resurfacing contracts was approximately 10 percent complete.

The Executive Director reported also that the Chevrolet Motor Division of General Motors Corporation within the past month had recalled three different types of Commission-owned motor vehicles for modification. He said eight of the 1967 Chevrolet passenger cars were recalled for modification of the exhaust system and the sealing of the rear fender walls; 52 of the 1967 Chevrolet trucks were recalled for modification of the master brake cylinder; and 9 of the 1968 Chevrolet passenger cars were recalled for the replacement of the carburetor fast idle cam and modification of the exhaust system to prevent exhaust gasses from entering the passenger compartment.

The Executive Director said further that the passenger cars were taken to the dealership garages. He said taking the trucks to the garages would have been a costly operation for the Commission so arrangements were completed with the Chevrolet zone manager to permit the Commission's mechanics to perform the work. He said the Chevrolet Motor Division would furnish to the Commission the necessary parts and when the work was completed would reimburse the Commission all costs for labor.

The Executive Director said further that in operating the three types of vehicles difficulties of the nature identified in the recall were experienced with but two vehicles. He said that in each case the carburetor stuck allowing the engine to race at a speed of approximately 45 miles per hour while the driver was trying to bring the vehicle to a stop. He said that was the result of cam failure.

The Executive Director reported also that on May 2 Henry Fazekas, the Commission's Assistant Supervisor of Patron Services, died of a heart attack. He said funeral services were held at St. Peter's Church in Lorain, Ohio. He said Mr. Fazekas had been a toll collector at North Olmsted-Cleveland (No. 9) Interchange for 12 years and that when C. E. Pollard retired in September 1968 from the position of Assistant Supervisor of Patron Services Mr. Fazekas was appointed to the position.

The Executive Director reported also that an unarmed robbery took place on the turnpike on May 4 at the Vermilion Valley Service Plaza restaurant. He said the Highway Patrol was tipped off to it and stationed patrolmen right in the kitchen of the restaurant and also along the connecting roads to the turnpike. He said that at the prescribed time two robbers walked into the rear of the restaurant, went into the manager's office and took three money bags out of the safe. He said the Highway Patrol apprehended them immediately. He said they were two boys, one aged 16 and the other 17. He said a third member of the gang was arrested in his car parked out in the back driveway as a getaway car. He said the 53 year old man in the car apparently had schooled the boys in the robbery.

The Executive Director introduced the Commission's Superintendent of Toll Collections, John P. Lynch. He said Mr. Lynch had been with the Commission since the opening of the turnpike in the Eastgate Section, at which time he was Senior Toll Collector at the Eastgate (No. 17) Terminal. He said Mr. Lynch had been advanced from District Toll Supervisor to Superintendent of Toll Collections.

The Chairman said the Commission welcomed Mr. Lynch and was glad to have him at the meeting.

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

The Director of Information and Research reported that his department was engaged in a long-term program of circularizing bus companies in the nation which offered charter trips, sending them material which was hoped would encourage them to route the trips over the turnpike system, including the Ohio Turnpike.

Mr. Teagarden said the Director of Information and Research should be complimented for his article titled "Ohio's 'Doubles' Story" which appeared in Ohio Trucking News for March 1969. The Chairman said the Members all concurred in extending felicitations to Mr. Hartshorne.

The Chairman said the report of the Director of Information and Research was accepted as offered.

A resolution increasing compensation of Comptroller was moved for adoption by Mr. Redman, seconded by Mr. Teagarden, as follows:

RESOLUTION NO. 11-1969

"WHEREAS it is the wish of the Commission to take note of, and give recognition to, the excellent service which the comptroller has provided the Commission over a period of years;

"NOW, THEREFORE, BE IT

"RESOLVED that the salary of the comptroller of the Commission, John Soller, be \$18,000 per annum effective May 1, 1969."

Mr. Teagarden said Mr. Soller had not gotten an increase in 13 years. The Chairman said it was a long time so Mr. Soller was entitled to an increase and the increase was not extremely generous, Mr. Soller being increased from \$16,000 to \$18,000.

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

Ayes: Redman, Teagarden, Masheter, Shocknessy.

Nays: None.

The Chairman said the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 11-1969.

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

RESOLUTION NO. 12-1969

"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 April 1, 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 April 1, 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; Teagarden, Redman, Masheter, Shocknessy.

Nays; None.

The Chairman said the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 12-1969.

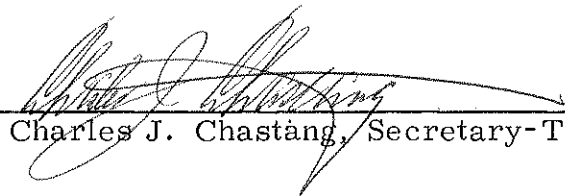
There being no further business to come before the Commission, a motion was made by Mr. Redman, seconded by Mr. Teagarden, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Redman, Teagarden, Masheter, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 11:54 A. M.

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



Charles J. Chastang, Secretary-Treasurer