

MINUTES OF THE TWO HUNDRED AND TWENTY-NINTH MEETING  
June 3, 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 June 3, 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: Charles J. Chastang, O. L. Teagarden, J. W. Wilson representing Mr. P. E. Masheter, E. C. Redman, James W. Shocknessy.

Absent: None.

The Chairman announced that a quorum was present. He said Mr. 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 the General Counsel of the Commission.

A motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the minutes for the meeting of May 6, 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, Teagarden, Wilson, Redman, Shocknessy.

Nays: None.

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

The Chairman directed that a letter be sent to Mrs. Agnes Lucas, formerly the resident auditor at the Commission's headquarters in Berea for the Auditor of State, expressing the Commission's appreciation for the services that she gave the Auditor of State while assigned to the Turnpike Commission and expressing the Commission's appreciation to her.

The Chairman reported that May revenue was estimated to be \$3,057,000, the best ever for May, and exceeded the income for the best previous May by \$192,000. He said that meant that revenue for the first five months of 1969 was approximately \$1,000,000 in excess of the income for the same period of 1968.

The Chairman reported also that it was expected that in June the Trustee would purchase Ohio Turnpike bonds in the approximate amount of \$384,000, making the total retired \$101,727,000 and leaving a balance of \$224,273,000.

The Chairman reported also traffic on the turnpike during the five-day Memorial Day week end totaled 383,663 vehicles. He said unaudited toll revenue for the period was \$530,000. He said that compared with 321,000 vehicles and \$447,000 for the 1968 Memorial Day week end. He said the Commission could take satisfaction in figures for traffic and revenue but could only agonize over the experience of accident fatalities during the spring. He said April and May were months characterized by fatal accident frequency and June had begun with two more. He said he did not know what more the Commission could do than it was doing to assure safety. He said Mr. Wilson's experience on highways other than the turnpike was similar to the turnpike experience and the experience on highways throughout the United States was the same. He said one could not overlook the speed characteristic in the fatal accident record. He said driver failure and vehicular failure were the causes of turnpike accidents. He said the Commission continued to add postings of one kind or another to the road warnings but people continued in the face of warnings to drive too fast on wet pavements, drive too fast on bald tires, and doze when they should be alert. He said the Commission went through the week end with a good record which emphasized what he had always said - when the public was aware of dangerous congestion the public was careful.

In response to a question by Mr. Chastang as to whether any tests had been made on the turnpike of flashing lights at the side of the road especially at night, to illuminate signs such as "Watch Your Speed" or "Careful - Slippery", the Executive Director, Russell S. Deetz, said there were several signs on the turnpike equipped with flashers. He said they were reflector-type signs and had yellow flashing lights. He said the signs read "Slow Moving Vehicles Ahead" and were used in long upgrades.

The Chairman said that in the absence of further questions the report of the Chairman was accepted as offered. He said the report of the Secretary-Treasurer would be received.

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

1. Traffic & Revenue Report for April 1969.
2. Financial Statements as of April 30, 1969.
3. Draft of the minutes of the May 6, 1969 meeting.
4. Detail of investment transactions for May 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 Comptroller, Mr. Soller, reported for the Committee on Budget and Finance that operating expenses for the first four months of the year were \$120,767 under budget allocation for the period. He said the administration and insurance account was \$19,325 under, the operations account \$97,585 under, and the trust indenture account \$3,857 under. He said the total expenditure from budget for the four months period was \$2,740,315.

The Chairman said that in the absence of questions the report of the Committee on Budget & 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, said the Committee held an all day session on May 7 to discuss the new turnpike restaurant contracts which would be advertised next year. He said an item-by-item appraisal was made of the existing contract and the members came up with several new proposals. He said the Assistant General Counsel was present and was instructed to make drafts of the new proposals and advise the Executive Director when finished. He said that after the drafts were received by the Committee another meeting would be called and further discussions held. He said that when the draft of the new contract was finally approved by the Committee each Member would get a copy of the draft to study and a decision would be made as to whether it would be the one which would be advertised when the time came to advertise - in 1970.

Mr. Teagarden reported also that the Howard Johnson Company spent the spring months evaluating the service offered at their turnpike stores and decided the public could be better served at their snack bar

facility if the snack bar were converted to a self-service operation. He said that prior to the Memorial Day holiday all the snack bar areas in the Howard Johnson units were remodelled at no expense to the Commission. He said those units currently resembled a cafeteria line operation and it was possible for the patrons to get hot or cold sandwiches, hot or cold beverages, french fries, onion rings or ice cream with a minimum of delay. He said the Memorial Day traffic was handled with ease in the newly remodelled areas and most patrons seemed to appreciate the speed and convenience the facilities offered.

Mr. Teagarden said further that in keeping with the policy of the past several years members of the Patron Services Department visited the service plazas each day during the Memorial Day holiday period to see how the turnpike patron was accommodated. He said the report indicated that the patrons were handled as well or better than they would have been on any other highway under comparable traffic conditions.

Mr. Teagarden reported also that during the last week in May the Executive Director received word from one of the Commission's two shoppers that the demand of her other duties made it impossible to continue her services to the Commission after June 16. He said that even though there was still one shopper working for the Commission, efforts were being made to engage another knowledgeable shopper so there would be no lapse in that activity.

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, said that on June 4 and June 5 the Committee would meet with union and non-union representatives with reference to requests for wage increases and improvements in working conditions.

The Chairman remarked that Mr. Teagarden's term on the Commission expired shortly after the current meeting. He said it was his hope, however, that he would accept reappointment and it would be his further hope that the Governor would offer Mr. Teagarden reappointment. He said Mr. Teagarden and he had served together on the Commission for nearly 20 years and Mr. Teagarden was giving him a bad time because he said he wanted a reprieve. The Chairman said he told Mr. Teagarden that the Commission had never needed him more than it did currently. He said conferences were coming up with the Commission's employee groups where he had proved to be expert and there was summer service at the service plazas to be evaluated which he did expertly and he did not see how the Commission would

get along without him. He said the 20 years had been a rare and rich experience for him in being associated with Mr. Teagarden. He said Mr. Teagarden was a self-effacing man who never took adequate credit for the things he did. He said that in the years of his service to the Commission his value just could not be overestimated. He said Mr. Teagarden was appointed by the then Governor Lausche in 1949 and he had never shirked an assignment in the years since and he had carried many of the difficult ones. He said Mr. Teagarden was chairman for years of the Committee on Claims and worked the Committee out of business.

The Chairman said further that Mr. Teagarden had been chairman of the Committee on Service Plazas, which was as taxing a committee as the Commission had. He said he was chairman of the Committee on Employee Relations which was without a doubt the most vexatious committee that the Commission had so he wanted to pay tribute to him on his own behalf and on behalf of the Commission, the employees of the Commission, all the governors who had been in office during his service, and he hoped that the tribute was just interim and that he would have occasion to pay tribute to him from time to time hereafter.

The Chairman said further that he was not preaching Mr. Teagarden's sermon but in the absence of a sermon it would have to do. He said he not only had admiration for Mr. Teagarden but he had respect and the warmest affection. He said Mr. Teagarden always stood by and at the 229th meeting he could say there were very few meetings of the whole number that he had missed. The Chairman said he wanted Mr. Teagarden to know of the Commission's appreciation and he wanted him to continue with the Commission.

He said he knew how Mr. Teagarden felt about retiring but the Commission could not afford for him to retire.

Mr. Chastang said he would like to add his small voice to what the Chairman had said - with one exception. He said he had not had the pleasure of serving with Mr. Teagarden as long as the Chairman but he had known him for the many years he had been on the Commission. He said he had a high regard for Mr. Teagarden and for the work he had done and he hoped that he would find it possible to forego the retirement for a short while anyway.

Mr. Teagarden responded that it had been his pleasure to serve on the Commission for almost 20 years. He said he did not know of any people he had been associated with that he had enjoyed working with more than the Members of the Commission and the staff. He said the Chairman

had sort of a way about him of doing things - he never asked one if one would take an assignment; he just said "I am appointing you as chairman of the Claims Committee, Service Plaza Committee, Employee Relations Committee", and when he did that one had no comeback, one just had to serve.

Mr. Teagarden said further that he had never shirked any responsibility the Chairman had assigned to him. He said the Chairman placed at his disposal members of the staff who were good thinkers, people who were dedicated to their jobs at the turnpike, and he just could not fail - if he had been successful - because of what the Chairman gave him to work with. He said the staff had been wonderful.

Mr. Teagarden said further that he looked back to the assignments the Chairman had given him with considerable pride. He said that with respect to the Committee on Claims he did not think there was another turnpike in existence which had a record of settlement of claims the Ohio Turnpike had. He said the claims had been settled to the advantage, he thought, of both claimants and the Commission. He said he knew that it was the Committee's attitude that it wanted to be fair to the people who were making claims and at the same time it had a responsibility to take care of the Commission's interests and he thought that of all the committees he had served on for the Turnpike that was one in which he took considerable pride for its record of accomplishments. He said he did not claim the accomplishments personally but was trying to get across that, regardless of who was chairman, the Commission's committees had people assigned to them that were good, well dedicated people. He said he was sure that his leaving the Commission was not going to leave a vacancy that could not be filled successfully.

Mr. Teagarden thanked the Members very much for all the nice things they said about him.

The Executive Director, speaking for the staff, said he certainly hoped that Mr. Teagarden would see his way clear to remain with the Commission. He said Mr. Teagarden had been a staunch leader on the Committees on Service Plazas and on Employee Relations and had also been the leader on the Committee on Claims. He said Mr. Teagarden gave the members of the committees credit but it was his leadership that made the committees successful. He said he hoped that Mr. Teagarden would be able to stay with the Commission.

The Chairman said that in the absence of further questions, the report of the Committee on Employee Relations would be accepted as

offered. He said the report of the Committee on Safety would be received.

The Executive Director reported for the Committee on Safety that during the months of April and May there was an epidemic of fatal traffic accidents on the turnpike. He said five occurred in April and eight in May for a total of 13 fatal traffic accidents claiming the lives of 20 persons. He said seven were single vehicle accidents and six involved more than one vehicle. He said those fatal accidents all occurred on the heavy volume section of the turnpike between Toledo and Youngstown, that none occurred on the western 84 miles of the turnpike nor on the eastern 16 miles.

The Executive Director said further that analysis of the fatal accidents indicated that the primary causation in each was driver failure. He said in five of the accidents the drivers were inattentive, perhaps sleepy or asleep. He said that in another three they were driving too fast in the rain on smooth tires.

The Chairman said he thought there was some vehicular failure in the accidents as well as driver inattention. He said he thought the driver inattention to the whole course of his conduct was cause but those bald tires on the wet roads - he had called some of those vehicular failure.

The Executive Director said another two accidents occurred while moving in a "No Passing" area when the drivers became impatient while following a slow moving vehicle. He said that of the remaining three fatal accidents the driver was inexperienced in one, was driving at a high speed in the rain and drinking in another, and was apparently ill in the third. He said speed in excess of the limit was probably prevalent in but two of the latter accidents.

In response to questions, the Executive Director said that in the construction areas the use of rubber cones along the dividing lane line was tried but vehicles would strike them and they would fall on their sides and obstruct the driving lane so that other vehicles were forced to drive around them. He said that getting maintenance men out on the road to re-set the cones up again was just too hazardous, that there were a number of rear-end collisions while the maintenance man was trying to set up the cones. He said that practice had been given up in preference to using the "No Passing - Single Lane" signs every quarter of a mile.

The Executive Director said further that if traffic slowed down much below 50 MPH while moving through a construction zone traffic would begin backing up. He said that for 1969 the crossovers in construction zones were redesigned so that traffic could cross them at 50

MPH rather than having to slow up to 5 to 10 MPH as was the case in prior years. He said the Highway Patrol could and did operate on the roadway which was closed to traffic because of construction.

The Executive Director said further that seat belts were in use in only two vehicles although they were installed in 15 of the 19 vehicles involved in the accidents.

The Executive Director said further that in all but one of the accidents it appeared that the trouble began when the driver for a split second was inattentive and allowed himself to get into a traffic situation which required a snap decision and quick reaction. He said that getting too close to the vehicle ahead was a basic failure in ten of the fatal accidents. He said the driver's action in changing lanes or applying brakes to avoid collision with the vehicle ahead may have been too extreme and thereby resulted in loss of control. He said that following loss of control the seriousness of such accidents depended on whether the out of control vehicle came to rest without rolling over, throwing occupants out, striking fixed objects, or striking other vehicles.

The Executive Director said that a large percentage of all traffic accidents occurring on the turnpike were of that basic type but regardless of the potential seriousness of such accidents, the vehicles involved generally came to rest in the median ditch or side ditch with little or no property damage or personal injury. He said that, for example, over the rainy May 17 - 18 week end 41 vehicles skidded off the roadway. He said 16 skidded into the median and nine skidded into the side ditch with no apparent damage or injury. He said that in the remaining 16 accidents some minor property damage or personal injury or both were experienced.

The Executive Director said further that, to curb these accidents, the Commission and the Patrol were instituting further means to instill safe driving habits by installing some special safety signs and conducting random vehicle checks. He said that currently the messages on six overhead safety signs were being changed from "Stay Awake Stay Alive" to "Drive Slower When Wet". He said that, if feasible, some flashing lights would be added on those signs to become activated by a moisture-sensing detector. He said card signs were being prepared for display in the front window of entering toll booths announcing "Drive Slower When Wet" and "Smooth Tires Can Kill You". He said the existing toll booth window signs announced "Stay Awake Stay Alive" and "Fasten Your Seat Belt". He said the tire sign would be displayed when tire checks were being made and the wet signs at other times when the pavement was wet in the general area. He said the other two signs would be alternated during good weather conditions.



The Executive Director said further that the Patrol was organizing two tactical squads to conduct random checks of vehicle speed and vehicle condition. He said a bald tire on a rainy day would be cause for denying travel on the turnpike. He said the vehicle condition checks would be conducted at toll plazas.

The Executive Director reported also The Continental Assurance Company refunded \$23,639.86 to the Commission on its Employee Life and Medical Care Insurance Plan. He said the company advised that due to favorable experience for the period February 1, 1968 to February 1, 1969 it was able to increase the contingency reserve to \$15,000 and still have a surplus for refund. He said it was the first cash refund that had been made on the policy. He said the company did make a couple of downward adjustments in premiums in earlier years.

The Executive Director reported also five of the construction contracts on which he reported at the last meeting had since been completed and final papers were being processed. He said that currently there were 13 construction contracts in progress, that on six of those contracts the work was nearing completion ranging from a maximum of six percent yet to be completed to minor remedial work only.

The Executive Director said further that progress was satisfactory on the contract for constructing an additional toll lane and toll booth at Strongsville-Cleveland (No. 10) Interchange where connection was made with Interstate 71. He said that of the four resurfacing contracts awarded earlier in 1969 two were approximately 35 percent complete and the other two approximately 40 percent complete. He said those contracts were behind schedule by one to two weeks. He said the construction of the toll plaza and utility building at the interchange between the turnpike and Interstate Routes 80 and 80-S in Mahoning County was approximately 20 percent complete. He said the project was behind schedule as a result of the wet weather and difficulty of access but it did not present any problem as the contractor could easily make up the lost time. He said he and the resident engineer of the Consulting Engineers, Mr. Harnden, inspected the project the past week and were pleased with the progress of the work.

The Executive Director said further that work was started the day before on the repair of the bridge carrying the eastbound roadway of the turnpike over and across Bennett Road in the Village of North Royalton pursuant to the recommendation of the Consulting Engineers. He said rockers supporting the superstructure on the east pier of the bridge had tilted to an angle that was believed to be potentially hazardous. He said further tilting of the rockers could result in major damage to the bridge

deck. He said the work should be completed within two weeks and he would advise at next meeting.

In response to a question by the Chairman as to the reason for the tilting, Mr. Harnden said he thought it was settlement of the pier. He said the roadway at that point was on a very high embankment. He said the soils beneath the embankment were known to be compressable when it was constructed. He said the design included features so the bridge could be jacked up if settlement occurred. He said that what had happened was that the soil under the embankment had settled and under the crossroad there was no embankment so the piers sitting up at the end of the embankment had tilted with the settlement. He said the condition had been known to exist for some time but it was not until a month before that inspection revealed that the rockers were right up on the edge like a rocking chair being backed to the extreme that if it went back a little more it would go over. In response to a question by the Chairman, Mr. Harnden said the situation was correctable.

The Executive Director reported also that the Commission was in receipt of a copy of a letter from the Ohio Division Engineer of the Federal Highway Administration, W. E. Reed, to Highway Director Masheter under date May 20, 1969. He said Mr. Reed advised therein that the section of the Ohio Turnpike between the point where Interstate Route 80 left the turnpike in Lorain County and the point where it reentered the turnpike in Portage County had been added to the Federal-Aid Highway system. Mr. Deetz said Mr. Reed advised further in his letter that the FHWA considered the action a necessary preliminary step to add that 35-mile section of the Ohio Turnpike to the National System of Interstate and Defense Highways. He said that was the section of the turnpike between North Olmsted - Cleveland (No. 9) Interchange and Streetsboro (No. 13) Interchange that had been excluded in the original designation of the Interstate System in Ohio. He said that by letter under date September 19, 1968 the Commission asked Director Masheter to renew its request that that section of the turnpike be added to the Interstate System.

The Executive Director said that the Commission's Purchasing Agent, Mr. Forest Fletcher, was present at the meeting. He said Mr. Fletcher was one of the original employees of the turnpike when it opened to traffic in 1955. He said that at that time he served as toll collector in Norwalk - Sandusky (No. 7) Interchange.

The Chairman welcomed Mr. Fletcher. He said it was a long time before Mr. Fletcher came to his first meeting but his career with the Commission exemplified the fact that he had done well. He said one

of the things the Commission tried to do was to maintain the intactness of its organization and promote from within whenever it could. He said it was his hope that the Commission would always do that. He said the Commission had been very fortunate in being able to retain so many of the employees who came with it back in 1955.

Mr. Fletcher thanked the Chairman. He said it was his pleasure to be able to attend. He said he had the pleasure also of passing out the first toll ticket at Sandusky - Norwalk Interchange on October 1, 1955. He said his association with the Commission had been very good. He said his job as Purchasing Agent was very challenging and he never suffered from boredom. He said he appreciated being invited to attend the meeting.

The Chairman said that in the absence of further questions the report of the Executive Director was accepted as offered. He ascertained that there would be no reports on behalf of 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. Teagarden, seconded by Mr. Redman, as follows:

RESOLUTION NO. 13-1969

"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 May 6, 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 May 6, 1969 hereby are ratified, approved and confirmed."

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

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

Nays: None.

The Chairman said the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 13-1969.

The Chairman said that on behalf of the Commission he wanted Mr. Teagarden to know how sorry the Members were about the devastating fire that his company suffered at Sandusky, Ohio.

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 responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:02 P.M.

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



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Charles J. Chastang, Secretary-Treasurer