

MINUTES OF THE TWO HUNDRED AND THIRTIETH MEETING  
July 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 July 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: Redman, Chastang, Teagarden, Masheter, Shocknessy.

Absent: None.

The Chairman announced that a quorum was present. He said the first order of business was the election of officers. He said Mr. Teagarden's term had expired as a Member of the Commission but he would continue on the Commission by virtue of there being no other appointment. He said he was advised by Governor Rhodes that Mr. Teagarden was being reappointed and Mr. Teagarden had said he would accept. He said the Commission particularly needed Mr. Teagarden during the current trying period of labor conferences wherein he had been so expert. He said he was very pleased that the Governor had advised him that he was reappointing Mr. Teagarden.

Mr. Teagarden responded that the Chairman had a way about him in accomplishing what he wanted and with the way that he had it was pretty difficult sometimes to turn him down because their association had been wonderful and he had learned a lot since he had been on the Commission. He said good advice from the Chairman assisted in any accomplishments that he may have had in regard to his activity on Commission committees. He said he had enjoyed working with the other Members of the Commission. He said he had agreed to accept reappointment because he felt his job wasn't yet completed. He said it was his hope that he and the staff members on his committees would continue to render the kind of service that the Commission was deserving of receiving.

Mr. Chastang said he was certainly pleased by Mr. Teagarden's reappointment. He said Mr. Teagarden was needed on the Commission.

Mr. Masheter, too, said the Commission needed Mr. Teagarden's help.

Mr. Teagarden thanked the Members for their kind remarks.

A resolution nominating and electing officers of the Commission was moved for adoption by Mr. Masheter, seconded by Mr. Redman, as follows:

RESOLUTION NO. 14-1969

"RESOLVED that the following officers be nominated and elected, each to serve until July 1, 1971, and until his respective successor is elected and qualified; provided, however, that should any officer hereby elected, who is now a member or employee of the Commission cease to be such a member or employee, the term of such officer shall terminate at such time as he ceases to be such member or employee:

"For Chairman James W. Shocknessy

For Vice Chairman O. L. Teagarden

For Secretary-Treasurer Charles J. Chastang

For Assistant Secretary-Treasurer John Soller"

The Chairman asked if there were any other nominations. No other nominations being offered, the Chairman said the officers would be voted on separately.

A vote by ayes and nays was taken on the nomination of Mr. James W. Shocknessy for Chairman and all Members responded to roll call. The vote was as follows:

Yes: Masheter, Redman, Chastang, Teagarden.

Not Voting: Shocknessy.

A vote by ayes and nays was taken on the nomination of Mr. O. L. Teagarden for Vice Chairman and all Members responded to roll call. The vote was as follows:

Yes: Masheter, Redman, Chastang, Shocknessy.

Not Voting: Teagarden.

A vote by ayes and nays was taken on the nomination of Mr. Charles J. Chastang for Secretary-Treasurer and all Members responded to roll call. The vote was as follows:

Yes: Masheter, Redman, Teagarden, Shocknessy.

Not Voting: Chastang.

A vote by ayes and nays was taken on the nomination of Mr. John Soller for Assistant Secretary-Treasurer and all Members responded to roll call. The vote was as follows:

Yes: Masheter, Redman, Chastang, Teagarden, Shocknessy.

No: None.

The Chairman declared the election was completed and the officers elected for a period of two years. The resolution was identified as No. 14-1969.

The Chairman said he was awfully glad that Mr. Teagarden would be reappointed and would serve. He said he was glad to serve as an officer with him and Mr. Chastang. He said he was glad to serve as a Member with the whole Commission. He said he had never seen a group of men get along better or accomplish more without rancor than the Ohio Turnpike Commission. The Chairman said the Commission had had a wholly tranquil time for nearly 20 years and they had been 20 eventful and very satisfactory years. He said he would continue to serve the Commission as best he could. He asked Mr. Masheter to advise the Governor of the meeting and of the election of officers and of the Members' assurances to him through Mr. Masheter as his representative on the Commission that the Members would continue in the future as they had in the past and that they were grateful to him for the wholehearted co-operation and confidence that they had had.

A motion was made by Mr. Redman, seconded by Mr. Teagarden, that the minutes for the meeting of June 3, 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 responded to roll call. The vote was as follows:

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

Nays: None.

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

The Chairman reported that the revenue from operation of the Ohio Turnpike during June was approximately \$3,878,000, which was \$174,000 better than the best previous June, that of 1968, and made June the fourteenth consecutive month in which income exceeded that for all prior corresponding months. He said revenue for the first half of 1969 was about \$17,047,000, or \$1,158,000 more than the revenue of \$15,889,000 for the first half of 1968.

The Chairman reported also that the accident experience on the turnpike in June was not satisfactory but was better than April and May. He said four people were killed during the month.

The Chairman reported also that The Cleveland (Ohio) Press of the previous day had carried an article critical of the cost of construction misfortunes which plagued the Department of Highways and the contractors on that section of Interstate Route 71 between West 14th and West 25th Streets in Cleveland. He said he thought it could be accepted that incredible problems with that stretch of highway were experienced. He said the nice thing about it was, as Director Masheter observed to him on the telephone the day before, there was not a single decision ever reached in furtherance of that rehabilitation that was not taken by the Interstate Coordinators' Conference right in the room in which the Commission was meeting and in the presence of everybody. He said that if there was ever a project conducted under public scrutiny, that one was. He said the pitiless glare of public scrutiny burned on the project's deliberations at all times. The Chairman said further that Mr. W. E. Reed, Division Engineer for the Bureau of Public Roads of the Federal Highway Administration, was present whenever a determination was made. He said Mr. Reed told him the previous night that he had kept the FHWA headquarters in Washington, D. C. Well advised of all the problems that there were on that portion of I-71 where the bridge piers failed. He said he wanted to let it be known to the Commission and in the Commission's record that Mr. Masheter and he did not withhold any information from the Commission about I-71.

The Chairman reported also that The Plain Dealer of Cleveland, Ohio had an article the previous Sunday which started out by saying as to restaurants "When it comes to travelers, the best rating the Ohio Turnpike can earn is average or adequate." He said it was his belief that if the rating was average and adequate, it was satisfactory, too, because the turnpike restaurants were serving people who ate at the 21 Club and at the Colony Club and were serving people also who ate at the Burger Boy Food-O-Rama

restaurants and if the turnpike restaurants could get an average rating on the food served by the restaurant concessionaires he did not think a bad job was being done.

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

1. Traffic and Revenue Report for May 1969.
2. Financial Statements as of May 31, 1969.
3. Draft of the minutes of the June 3, 1969 meeting.
4. Detail of investment transactions for June 1969.

The Assistant Secretary-Treasurer reported also that the average price paid for the 398 Ohio Turnpike bonds which were purchased in June was 77.51, the lowest price so far paid. He said the low purchase - of 280 bonds - was 77.45.

The Chairman said that in the absence of further 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 operating expenses for the first five months of the year were \$227,623 under budget allocation for the period. He said the administration and insurance account was \$47,186 under, the operations account \$179,440 under, and the trust indenture account \$997 under. He said the total expenditure from budget, which included the maintenance fund for the five months, was \$3,283,461, which was well within budget.

The Chairman said those were good figures.

The Chairman said that in the absence of questions 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 convened on June 24 to discuss a request by the ABC-Gladieux Corporation for changes in portions and prices on certain items controlled under the standard menu. He said that while the committee consented to some of the requested price increases it rejected others which it felt were not in the best interest of the turnpike restaurant patrons.

Mr. Teagarden reported also that review of the draft of the new restaurant contract for advertisement during the first half of 1970 was deferred for later consideration. He said it was the committee's view that an entire day should be devoted to such discussion and a date would be set for that in the near future. He said several questions on the draft were presented to General Counsel for his development prior to the next meeting.

Mr. Teagarden reported also that after the restaurant and service station operators experienced a record Memorial Day holiday week end crowd they started planning for the Fourth of July week end. He said that if traffic increased as expected a new record should be established for service plaza activity over a holiday week end. He said staff members would be on the turnpike throughout the holiday week end period to see that the turnpike travelers were accommodated with services maintained to the highest degree possible.

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 the committee met on June 4th with representatives of Local 20, Teamsters Union, and on June 5th with spokesmen for employees who were not members of Local 20. He said each group presented requests for increased wages and changes in working conditions. He said the committee had since held several meetings to discuss the requests, make assignments for individual members of the committee for study and report, and formalize recommendations on each item. He said it was expected that the committee would again be meeting with both groups later in the month.

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

The Executive Director, Mr. Russell S. Deetz, reported for the Committee on Safety that two tactical squads each consisting of three patrolmen and three cruisers were organized by the Turnpike Patrol during

June to conduct random checks of vehicle speed and vehicle condition and to provide patrol saturation in critical areas. He said it was the hope that the efforts of the squads would reduce traffic accidents in the assigned areas through the application of firm enforcement measures directed primarily toward hazardous moving violations.

The Executive Director said further that reports covering the first two weeks of operation of the squads showed that 287 arrests were made for excessive speed, 33 for other moving violations, and that 1,514 vehicles were inspected for defective tires.

The Executive Director said further that tire inspections were made during rainy periods on four days and 33 drivers were issued warnings and denied entrance because of smooth tires. He said also another five drivers were issued warnings for a smooth tire but after replacing the smooth tire with a spare tire they were permitted travel. He said that, based upon those checks, it would appear that approximately 2.5 percent of the traffic was operating on smooth tires.

The Executive Director said further that the tactical squads reported that the patrons seemed very thankful that the deficiencies of their tires were pointed out to them. He said the squads did not receive a single complaint.

The Chairman said the activity was an excellent one and constituted a good effort.

In response to questions the Executive Director said the stipulated complement of District 10 of the Ohio State Highway Patrol which patrolled the turnpike was currently not being maintained. He said the Highway Patrol did not have enough personnel at that time to complete the quota. He said District 10 was currently about 13 patrolmen down and was using some overtime in order to compensate for the shortage of patrolmen.

The Chairman directed the Executive Director to tell the Commander of District 10, Capt. M. L. Stansbery, that the Commission was concerned and to ask him to advise the superintendent of Highway Patrol, Col. Robert M. Chiaramonte, that the Commission was concerned as it entered into the months of greatest stress that it did not have a full Highway Patrol complement.

The Executive Director said that for the Fourth of July week end District 10 would have all its personnel on the road, that there would be no vacation and no excuses for absence for anything other than sickness.

The Chairman said that in the absence of further questions 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 four of the construction contracts on which he reported at the last meeting of the Commission had since been completed and final papers were being processed. He said final payment had been made on two of the five contracts that he reported complete at the last meeting. He said final papers were being processed on a total of seven completed construction contracts.

The Executive Director reported also that currently 10 construction contracts in progress ranged from 25 percent to 99 percent complete. He said the contract for constructing an additional toll lane and toll booth at Interchange 10 (Strongsville-Cleveland) where connection was made with Interstate Route 71 had progressed sufficiently that the new temporary lane could be used to alleviate peak period traffic conditions. He said the remaining work was nearly all above ground and should progress rapidly.

The Executive Director said further that of the four resurfacing contracts awarded the past spring one was approximately 85 percent complete and the other three approximately 75 percent complete. He said all work would cease on those four contracts at noon Thursday, July 3, and that work during the prior days of that week generally would be limited to such work as might be determined necessary to provide a comfortable riding and safe roadway. He said those contracts were being secured for the months of July and August with work to be resumed after Labor Day.

The Executive Director said further that construction of the toll plaza at the interchange between the turnpike and Interstate Routes 80 and 80-S in Mahoning County was approximately 25 percent complete. He said the contract was behind schedule and, accordingly, coordination and planning meetings were being held on the project to resolve problems and thereby expedite the work.

The Executive Director said further that Mr. Fred Cresswell of the home office of the J. E. Greiner Company recently spent one day with the resident engineer of the company, Mr. Harvey A. Harnden, and him looking over some of the contract work and to begin study and determination of the areas most in need of resurfacing for the following year's program. He said Mr. Cresswell expressed satisfaction with the progress and quality of the contract work observed.

The Executive Director reported also that at the last meeting of



the Commission he reported that work had been started on the repair of the bridge carrying the eastbound roadway of the turnpike over and across Bennett Road in the City of North Royalton. He said the rockers supporting the superstructure on the east pier had tilted to an angle that was believed to be potentially hazardous.

The Executive Director said further that the repair work was performed by the Vogt and Conant Company, structural steel erectors. He said steel beams were connected between each of the five girders at both span ends over the east pier. He said hydraulic jacks were then placed on the concrete cap of the pier and jacked uniformly against the new beams thus raising the bridge deck and freeing the rockers. He said the bearing plates for the rockers were then moved approximately 2-1/2 inches to provide nearly a vertical position for the rockers. He said the bridge was then lowered into position and jacks were removed.

The Executive Director said further that observations and after measurements compared with before measurements showed that the excessive tilt had been corrected and the potential hazard eliminated. He said the structure would be kept under observation and check measurements taken on occasion.

In response to a question from the Chairman, the Executive Director said that there had been very little settlement in the roadway at milepost 15 and that the roadway was very much stabilized. He said that it would not be necessary to resurface again because only a slight settlement had taken place. He said the counterbalance constructed on the north side of the roadway at that point to compensate for the settlement seemed to be holding it pretty stable.

The Executive Director reported also that the tandem trailer program on the Ohio Turnpike had had noteworthy growth in 1969. He said that in the first five months of the year there had been more tandem trailer trips and miles of travel than in any of the first six full years of the program. He said the growth each year from the beginning of the program in 1960 had been progressively upward, reaching 16,902 trips and 2,878,000 miles of travel for the year 1968. He said the number of trips and miles of travel for the first five months of 1969 were already more than 70 percent of the 1968 totals.

The Executive Director said further that at the beginning of 1969 makeup-breakup areas for that type of combination existed at three interchanges; namely, No. 11, Cleveland; No. 13, Streetsboro; and No. 16, Youngstown. He said that within the past two months two additional

makeup-breakup areas had been constructed at: No. 4 interchange, Maumee-Toledo, and No. 10 interchange, Strongsville-Cleveland. He said that in addition the makeup-breakup area at No. 11 interchange, Cleveland, was being enlarged for the third time.

The Executive Director said further that the makeup-breakup areas had been constructed by the Commission's maintenance forces. He said the work consisted of grading, compacting subgrade, placing stabilized crushed aggregate pavement and installing perimeter lighting where necessary. He said some of the waste material from the resurfacing contracts had been utilized to stabilize the areas.

The Executive Director said further that in the ten years of the program the tandem trailer vehicles had made 90,148 trips and traveled nearly 17 million miles without a single serious accident.

The Executive Director reported also that the previous week he received a letter under date of June 23, 1969 from the assistant sales manager of Blaw-Knox Construction Equipment, Inc. of Mattoon, Illinois, Mr. J. M. Wright, extending an invitation to him to observe equipment in operation by a contractor on the Pennsylvania Turnpike near the Ohio line. He said a copy of that letter was mailed to the Chairman of the Commission by Mr. Keith McNamara of the law office of McNamara and McNamara in Columbus, Ohio. He said that by letter under date of June 30 he replied to Mr. McNamara. The letter signed by Mr. Wright was as follows:

"June 23, 1969

"Ohio Turnpike Commission  
682 Prospect Street  
Berea, Ohio 44017

"Attention Mr. Russell Deetz  
Executive Director

"Dear Mr. Deetz:

"Blaw-Knox Construction Equipment, Inc. has long been recognized as a leader in the field of asphalt paving equipment and now offers to the paving contractor a dual width asphalt paver for interstate and turnpike paving.

"Since specifications are now being prepared for work on the Ohio Turnpike - we request that written approval be granted for the use of dual width pavers in sufficient time to be incorporated in these specifications.

"In July of 1968, Blaw-Knox Construction Equipment, Inc. and our distributor, Cecor, Inc. (through Mr. Harold Campbell), were asked by Northern Ohio Paving Company to aid in gaining approval for the PF-220 for use on the Ohio Turnpike.

"Another contractor, Schloss Paving Company, gave us an order for a PF-220 paver if its use would be permitted on the Ohio Turnpike.

"We, therefore, contacted Mr. Frank Dutton and took him to observe the F. H. Brewer paver in operation and asked for permission to use this paver. Because the work to be done by Schloss and Northern Ohio Paving had already been awarded under existing two paver specifications, permission was not granted.

"We again contacted Mr. Dutton in February 1969 requesting permission for the use of the PF-220 paver on the Ohio Turnpike and indications were that permission would be granted.

"However, both Northern Ohio Paving Company and Schloss Paving Company requested permission to use the PF-220 paver and were refused. The following is a brief history on the development and use of the Blaw-Knox Model PF-220:

In 1966 the New York Thruway Authority requested of Blaw-Knox Construction Equipment, Inc. and other asphalt paver manufacturers, that a dual width paver be designed for them. We declined their offer at that time but early in 1967 they made a more urgent request because the life of the Thruway System was proving to be too much less than their original projections had indicated.

We, therefore, designed and fabricated the first prototype dual width paver and put it in operation late in 1967.

This paver has the following advantages over using two pavers:

1. It eliminates the joint between the two lanes of pavement making it safer for the motorist, and makes a smoother surface. It is more permanent because there is no joint to permit moisture to enter and cause deterioration.
2. Since one paver is doing the work of two the result is:
  - a. Less cost.

- b. Greater production because trucks can more easily unload.
  - c. Less time to lay the pavement and less time that the motorist will be inconvenienced by detours.
3. Quality is much higher than with the use of two pavers because:
- a. Both lanes are paved simultaneously and are perfectly matched on super elevated curves as well as flat surfaces.
  - b. No uneven joint to make motorists swerve when entering and leaving the passing lane.

The New York Thruway Authority has been very pleased with the results of the Blaw-Knox PF-220 dual width paver. There is now a project on I-81 in the area of Watertown, New York, being paved by County Asphalt that specifically requires a dual width paver.

The following is a list of Model PF-220 users:

County Asphalt, I-81, Watertown, New York

The F. H. Brewer Company, Lancaster, Ohio

John F. Jergensen Co., Cincinnati, Ohio

Stabler Construction Co., Pennsylvania Turnpike (Ohio line)

Warren Brothers, I-20 and I-59, Greene County, Alabama

Warren Brothers, I-20 and I-59, Tuscaloosa, Alabama

Industrial Construction Co., I-80 (two machines),  
Windover, Utah

L. W. Vail, I-90, Paradise, Montana

Tennessee Blacktop, I-40, Crab Orchard, Tennessee

Monroe Allen, I-57, Enterprise, Mississippi

Wally Schmidt, I-71, Burlington, Colorado

L. M. Pike, I-89, Bethel, Vermont

Rein, Schultz & Dahl Co., Clinton, Iowa

The job listed for Stabler Construction Company on the Pennsylvania Turnpike, will start July 1, 1969, at the Ohio State line, and will be paved with a Blaw-Knox PF-220 paver.

"The Ohio Department of Highways is very well acquainted with the Model PF-220 paver and the Director himself has seen it in operation. The Ohio Highway Department is pleased with its results to the extent that specifications have been changed this year, to include its use on the interstate system.

"New specifications are now being prepared for work to be bid in July of this year with the paving to be done next year on the Ohio Turnpike.

"We request assurance from the Director that all contractors paving on the Ohio Turnpike, in the future, will be permitted to use dual width asphalt pavers, if they so decide.

"We feel permission should be granted because of the higher quality and lower cost of work done with dual-lane pavers.

"Blaw-Knox Construction Equipment, Inc. and Cecor, Inc., extends an invitation to the Director and anyone he might like to invite, to observe this paver in operation the first week in July in use on the Pennsylvania Turnpike in the vicinity of the Ohio state line.

"Blaw-Knox Construction Equipment, Inc. and Cecor, Inc., is willing to meet with Mr. Deetz and members of the Turnpike Commission, at their convenience, to demonstrate and explain the operation of the Blaw-Knox Model PF-220.

"Thank you for your personal attention.

"Very truly yours,

BLAW-KNOX  
Construction Equipment, Inc.

/s/ J. M. Wright  
Assistant Sales Manager

JMW:rmb

Enclosures (2): Literature  
Copy signed order from Schloss

cc: James W. Shocknessy  
Frank Dutton"

The "Literature" listed as an enclosure with the letter is a 6-page, 4-color, letter-size brochure describing the Blaw-Knox PF-220 for laying bituminous paving in widths up to 32 feet. The "Copy signed order from Schloss" is for a PF-220 paver, signed by R. E. Schloss, President of Schloss Paving Company and dated July 1, 1968.

The letter addressed to McNamara and McNamara by the Executive Director was as follows:

"June 30, 1969

"Mr. Keith McNamara  
McNamara and McNamara  
88 East Broad Street  
Columbus, Ohio 43215

"Dear Mr. McNamara:

"Your letter addressed to the Chairman of the Commission, Mr. James W. Shocknessy under date of June 27, 1969 transmitting copies of correspondence with brochure on a dual width asphalt paver has been brought to my attention.

"I can inform you that we have accepted the invitation of Blaw-Knox Construction Equipment, Inc. and Cecor, Inc. to observe a dual lane paver in operation on the Pennsylvania Turnpike on July 7 or such other day during that week the equipment will be in operation.

"Very truly yours,

/s/ Russell S. Deetz  
Executive Director

cc: Chairman"

The Executive Director said further that the new paver referred to in the letter from the Blaw-Knox Construction Equipment Co. had been brought to his attention approximately one year before. He said several staff members observed it in operation at that time and it was his opinion that it was then really in too much of an experimental state to permit use of it in the greatly expedited resurfacing program on the Ohio Turnpike where every day of such work meant delays to traffic. He said he would observe the paver with an open mind and if he felt that it would be satisfactory for use on the turnpike the specifications on future resurfacing projects would be changed accordingly.

The Executive Director said further that he was called at ten o'clock the previous evening by the secretary to the president of Cecor, Inc.

of Cleveland, which was the distributor for the equipment in the state of Ohio, advising that the arrangements for observing the equipment on the Pennsylvania Turnpike the following week had been cancelled because the contractor was not expected to do his paving until the fall of the year.

The Chairman asked Mr. Masheter to advise the Commission of his experience with the paver and tell what he thought of it.

Mr. Masheter said that he had personally observed the paver in operation and had talked to people who had observed its operation on the New York Thruway, and universally the feeling was that it was a step forward in the construction of flexible pavement. He said the paver provided a full width surface and eliminated the center joint that had always been a problem with the Highway Department due to the lack of contraction during construction. He said the paver was an electronically operated machine that had sensors on it to get good grade and good riding surface. He said the Department of Highways had been very much pleased with its operation.

The Chief Engineer of the Commission, Mr. Frank A. Dutton, said he had observed the paver in operation. He said he had had a question as to how it would operate in a transition. He said the machine he had the opportunity to observe depended on a hand-operated device which involved the operator screwing a bolt to make a transition curve. He said the construction he saw was extremely poorly done with regard to that step.

The Chief Engineer said further that the machine was out of operation some 50 minutes because trucks were not available to feed it. He said it could be fed with one truck at a time while dual pavers were fed two trucks at a time. He said that raised the question to him as to whether there would be any big savings.

In response to questions, the Executive Director said the next Ohio Turnpike resurfacing project on which such a paver could be used would be one proposed to be sold in the fall of 1969 with resurfacing to be done in the spring of 1970. He said he and Mr. Dutton and Mr. Harnden would try to arrange to see one of the pavers in operation some place in Ohio. He said that if the new paver were to be used there would be no change in the manner of handling traffic on the turnpike during resurfacing operations and no additional traffic problem would be created.

Mr. Masheter said use of the paver would be included in specifications of the Department of Highways because of the better job the Department felt it could get thereby but that the contractor was given the option

of using two 1/2-width pavers -- without joints -- one following the other. He said the Department was doing what it could to eliminate the joints.

The Chairman directed the Executive Director to report back to the Commission at its next meeting on the result of his observations of the paver and what he would expect to do about it with respect to the Commission's specifications.

The Executive Director reported also that the Senior Toll Collector, Mr. Dana R. McCutcheon, at Interchange 9 ( North Olmsted - Cleveland ) was retiring that day at the age of 68. He said Mr. McCutcheon was employed by the Commission on September 12, 1955 for the opening of the turnpike in the position from which he was retiring. He said Mr. McCutcheon had been a notably conscientious, loyal and reliable supervisory employee of the Commission. He said he was known through the length of the turnpike for his efforts to keep the friendly toll collector image alive.

The Chairman directed the Executive Director to give Mr. McCutcheon a letter in the Commission's behalf of best wishes in his retirement.

The Chairman said that in the absence of further questions the report of the Executive Director would be accepted as offered. He determined that there would be no reports by the Director of Highways or by the General Counsel. He said the report of the Consulting Engineers would be received.

Mr. Harnden reported for the Consulting Engineers that the inspection for their annual report to the Commission had been completed and the report was being written.

The Chairman said that in the absence of further questions, the report for the Consulting Engineers would be accepted as offered. He said the report of the Director of Information and Research would be received.

The Director of Information and Research, Mr. James D. Hartshorne, reported that the Department had just completed circularizing some 250 truck stops throughout the country with information about the Ohio Turnpike schedule of tolls, rules and regulations and maps because it had been found over the years that truck drivers often sought that kind of information at truck stops. He said further that the Department was engaged in a continuing process of similarly circularizing some thousand bus



companies in the United States and Canada which offered charter service. He said buses carrying 40 people or more not only produced tolls but also stopped at the service plazas for purchase of fuel and food. He said further that there was a continuous and growing use of the turnpike by buses, particularly chartered buses.

The Chairman said he continued to get good reports about publicity put out by the Commission on the camping sites. He said it was surprising to him how wide the reaction had been. He said the Ohio Turnpike seemed to be the only toll road that did anything about it.

The Director of Information and Research said that the number of people who were camping in travel trailers was increasing very rapidly.

The Chairman said that in the absence of further questions, the report of the Director of Information and Research was accepted as offered.

Mr. Chastang said he wanted the record to show that he congratulated the Chairman upon his re-election for the tenth time; that he congratulated the Vice Chairman upon his re-election for the tenth time. He said he was sure the other Members joined him in those sentiments.

The Chairman thanked Mr. Chastang.

The Members agreed that the Commission would not meet in August unless there was a special calling.

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

RESOLUTION NO. 15-1969

"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 June 3, 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 June 3, 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, Chastang, Redman, Masheter, Shocknessy.

Nays: None.

The Chairman said the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 15-1969.

There being no further business to come before the Commission, a motion was made by Mr. Redman, seconded by Mr. Masheter, 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: Redman, Masheter, Teagarden, Chastang, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:18 P. M.

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

  
\_\_\_\_\_  
Charles J. Chastang, Secretary-Treasurer