

MINUTES OF THE TWO HUNDRED AND THIRTY-THIRD MEETING
November 4, 1969

Pursuant to bylaws the Ohio Turnpike Commission met in regular session in the conference room of the Ohio Department of Highways building at 139 East Gay Street in Columbus, Ohio at 11:00 A.M. on November 4, 1969 with the key members of the staff; representatives, Mr. Fred S. Cresswell and Mr. H. A. Harnden, of the Consulting Engineers; a representative, Mr. P. Joseph Sesler, of the Trustee; representatives of the press, and others in attendance.

The meeting was called to order by the Chairman. The roll was called and the attendance was reported to be as follows:

Present: Redman, Chastang, Masheter, Shocknessy.

Absent: Mr. O. L. Teagarden.

The Chairman announced that a quorum was present. He said Mr. Teagarden was ill and had been in the Hower Hospital in Toledo, Ohio. He said Mr. Teagarden was rarely absent and any time he was he was missed because nobody could be more faithful to a position of trust and responsibility than Mr. Teagarden had been. He said it had just been remarkable the amount of time he had given both to the Service Plaza and Employee Relations Committees.

A motion was made by Mr. Redman, seconded by Mr. Chastang, that the minutes for the meeting of October 7, 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, Chastang, Masheter, Shocknessy.

Nays: None.

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

The Chairman reported that in the face of increasing toll rates on other toll roads there appeared to be no reason for the tolls on the Ohio

Turnpike to be increased. He said the business of the Ohio Turnpike had constantly increased over the years and even though its expenses also had increased its income was commensurate and he saw no prospect for a need for an increase in the tolls on the turnpike. All Members and the Comptroller, Mr. John Soller, and the Executive Director, Mr. Russell S. Deetz, indicated concurrence with his views.

The Chairman said further he understood the rates on the New York State Thruway were being increased effective January 1, 1970 and rates on some other toll roads, including the Pennsylvania Turnpike, had been increased.

Mr. Soller said he thought the Ohio Turnpike toll rates per mile were probably the lowest of any major toll road in the country. Mr. Chastang said the Commission had a dual purpose - to serve the public and run a good highway and to have sufficient funds to retire its revenue bonds, and it was doing both.

The Chairman said he thought the Commission could be consoled by its prosperity.

The Chairman reported also that there were three fatalities resulting from accidents during October.

The Chairman reported also that the Interstate Coordinators' Conference was having the usual meetings and was moving along with satisfactory progress. He said the Director of Highways, Mr. Masheter, went to Cincinnati the past week and took on the construction of bridges over the Ohio River for the Conference to give its attention to.

The Chairman reported also that the Commission had with it a visitor, Mr. Francis C. Staib, Superintendent of Maintenance. He welcomed Mr. Staib and said the Commission thought he did a good job.

The Chairman said that in the absence of questions, the report of the Chairman was accepted as offered. He said the report of the Secretary-Treasurer 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. Draft of the minutes of the October 7, 1969 meeting.
2. Traffic & Revenue Report for September 1969.

3. Financial Statements as of September 30, 1969.
4. Budget Report, First 9 Months 1969.
5. Detail of investment transactions for October 1969.

The Assistant Secretary-Treasurer reported also that the money was currently in hand for December purchases of bonds and it appeared that bond redemption for 1969 would be the greatest principal amount of retirements the Commission had in any year.

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

The chairman of the Committee on Budget and Finance, Mr. Redman, reported that the operating expenses for the nine month period ending September 30, 1969 were \$238,974 under budget allocation for the period. He said the administration and insurance account was \$41,017 under, the operations account \$197,475 under, and the trust indenture account \$481 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.

In the absence of the chairman of the Committee on Service Plazas, Mr. Teagarden, the report of the Committee was offered by the Executive Director. He reported that the Committee met on five occasions during the month of October to discuss various sections of the new restaurant contract which had been drafted or redrafted by the Commission's legal staff. He said many sections of the contract were currently considered by the committee to be in final draft form.

The Executive Director said further that the Commission's existing contract with the Howard D. Johnson Company provided that the Commission would purchase at the termination of the contract all of the restaurant equipment from the operator, if the operator chose to sell. He said the committee was awaiting word from the Howard D. Johnson Company as to its intention in that regard. He said that upon receipt of the information it was expected the committee would have a final draft of the new contract ready for distribution to the Commission Members for review and comment.

The Chairman said the report of the Committee on Service Plazas

was accepted as offered. He ascertained there would be no report from the Committee on Employee Relations. He said the report of the Committee on Safety would be received.

The Executive Director reported for the Committee on Safety that the National Safety Council's report on the traffic accident experience of all turnpikes in the nation for the first eight months of 1969 showed that the total number of accidents increased 12.1 percent over the same period of 1968. He said that might be compared to a decrease of 1.3 percent on the Ohio Turnpike.

The Executive Director said further that the report showed the all turnpike fatal accident rate for the first eight months of 1969 to have been 1.9 per 100 million vehicle miles of travel. He said that on the Ohio Turnpike the fatal accident rate for that period was 2.2 - slightly above the all turnpike rate. He said that in comparing Ohio Turnpike rate with the rates of similar toll roads rather than all toll roads he had selected Florida Turnpike, Illinois Tollway, Indiana Toll Road, Kansas Turnpike, Massachusetts Turnpike, Garden State Parkway, New Jersey Turnpike, New York State Thruway, Oklahoma Turnpikes and Pennsylvania Turnpike. He said that of those ten comparable turnpikes seven had fatal accident ratios lower than the Ohio Turnpike and three had higher ratios for the first eight months of 1969. He said the Pennsylvania Turnpike had a fatal accident ratio that was 0.1 less than that of the Ohio Turnpike and the Indiana Toll Road had a fatal accident ratio 0.5 lower than the Ohio Turnpike.

The Executive Director said further that the report showed the all accident ratio for all turnpikes for the eight months to be 127.3 per 100 million vehicle miles of travel. He said the all accident ratio for the Ohio Turnpike was 97.6 - substantially below the ratio for all turnpikes. He said that of the ten major turnpikes used for comparison seven had higher all accident ratios and three lower ratios, just the opposite relationship to that shown for the fatal accidents. He said the Pennsylvania Turnpike had an all accident ratio that was 42.1 higher than the Ohio Turnpike and the Indiana Toll Road had a ratio 78.5 higher.

The Executive Director reported also that the number of deaths on the Ohio Turnpike in 1969 to date had exceeded all previous annual totals except for the year 1966. He said there had been 37 deaths in 26 fatal accidents.

The Executive Director said further that an analysis of the 26 fatal accidents experienced on the Ohio Turnpike to date in 1969 showed that 13

were single-vehicle accidents and 13 were multiple-vehicle accidents. He said nineteen occurred in daylight and seven at night. He said it was noted that of the 39 vehicles involved in the 26 fatal accidents 23 were equipped with safety belts but in only five of the vehicles were the belts in use. He said the most prevalent cause of fatal accidents on the turnpike was the failure of the driver to recognize and avoid potential danger. He said the driver was reported to be inattentive in 11 accidents, operating with smooth tires on wet pavement in six accidents, asleep in two accidents, inexperienced in two accidents, intoxicated in two accidents and sick in one accident. He said the remaining two fatal accidents could be attributed to vehicle failure. He said that in one instance a trailer hitch broke and in the other a tire which appeared to be good blew out.

A discussion of safety as related to trailer hitches and more particularly to violations of speed limits by truck drivers ensued. The Executive Director said that studies of truck speeds on the Ohio Turnpike indicated that possibly 30 percent of the trucks on the turnpike exceeded the turnpike speed limit for trucks of 55 mph and that about 7 percent or 8 percent exceeded the speed limit by more than five mph. Mr. Masheter said truck speeding was not only a matter of safety but was a matter of stability of the highways because of the pounding the roads took at high speeds.

The Chairman directed the Executive Director to discuss the matter with the Commander of District 10 - the Ohio Turnpike district - of the Ohio State Highway Patrol, Capt. M. L. Stansbery. He directed also that information about what was being done on the turnpike with respect to surveillance of truck speed be presented at the December meeting of the Commission.

The Chairman said 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 a survey of the public rest rooms at Towpath Service Plaza was made the previous month to determine whether the rooms should be enlarged.

The Executive Director said the survey covered a six-day period beginning Friday, October 10, and continuing through Wednesday, October 15, 1969. He said the study was based upon the sampling method and consisted of collecting data to show: (1), the number of women using the women's rest room per hour; and (2), the number of men using the men's rest room per hour. He said in addition thereto a rest room facility use time study was conducted in both the men's and women's rest rooms.

The Executive Director said further that the technique employed in collecting data on the number of persons using the rest rooms involved the placement of two pressure actuated counters in the entranceway of each public rest room. He said each counter was equipped with a remote printing device set to print accumulated totals every 15 minutes and reset to zero each hour. He said that for the rest room facility use time study the observer method was employed. He said observers were stationed in the rest rooms for but a few hours and, by means of stop watches and mechanical counters, timed and counted persons using the facilities. He said the survey was conducted on days when the traffic volume ranged from a low of 48,273 vehicles to a high of 69,474 vehicles.

The Executive Director said further that due to the daily variance in traffic on the Ohio Turnpike the survey sampling method adopted had to be expanded by factor application to bring the entire rest room use matter into focus. He said the daily turnpike entrance traffic volume was used as a basis for factoring. He said peak-hour factors for determining the number of women and the number of men that would use rest room facilities per 1,000 vehicles entering the turnpike were then determined. He said the facility use time study showed the practical capacity of the rest rooms to be approximately 208 women per hour and 500 men per hour. He said the findings provided the basis for determining practical capacity.

The Executive Director said further that the survey showed no actual demand for use of the men's rest room or women's rest room at Towpath Service Plaza to exceed the practical capacity. He said expansion of the survey data indicated that during the past summer for one or two hours on each of three or four days demand for use of the women's rest room probably exceeded the practical capacity and that at no time did the demand for use of the men's rest room exceed the practical capacity. He said the smallness of the men's rest room at Towpath no doubt was a contributing factor to the expressed opinion that the facility was on occasion crowded and overtaxed.

The Executive Director said further the survey should be repeated during the summer season of 1970 to determine whether the expansion factoring method employed was representative of the actual conditions. He said similar surveys were being conducted at other service plazas on the turnpike where the public rest rooms had not been enlarged. He said review of some preliminary data already collected indicated several women's rest rooms might be found to be short on capacity.

The Chairman asked what was going to be done about a shortage of capacity if it appeared there was a shortage. He said the Commission did

not want to wait for studies if it was apparent on the face of it that expansion was needed.

The Executive Director replied that plans for expansion of rest room facilities which had been used previously to expand rest rooms in seven service plazas could be used after being modified for specific conditions at other service plazas found to be short in facilities. He said a contract could be advertised so that construction could begin early in the spring. He said that if facilities for women were enlarged, the facilities for men also would be enlarged because in building an addition both facilities might as well be included.

The Executive Director reported also that recently the Chairman of the Commission had appointed a committee to examine office procedures and office equipment for the purpose of keeping modern by utilizing new developments wherever they might be of benefit. He said the appointments to the committee included the Executive Director, Deputy Executive Director and Comptroller of the Commission's staff and the Resident Engineer of the Consulting Engineers.

The Executive Director said further that the committee determined that the Commission's most demanding office procedure was the handling of toll tickets in the data processing department. He said that as traffic volumes increased on the turnpike the work load in the department increased in direct proportion. He said that in 1968 the six year old rental computer was replaced with a new computer which had a 25 percent increased card read speed. He said the new computer had since been given additional jobs such as preparing payrolls and summarizing accounts payable. He said that beyond that, there had been a 7 percent increase in the number of toll tickets since the new machine was installed a year before.

The Executive Director said further that to determine whether the maximum potential of the equipment was being realized it was decided to have a qualified International Business Machines Corp. systems engineer evaluate the Commission's operations and furnish a report outlining recommended areas for improvement. He said the evaluation had been received. He said it covered the work flow, equipment scheduling, personnel scheduling, equipment load, output and efficiency of operational programs, machine setup and personnel. He said that as a result of the study, completed in September, two major computer programs were being revised to increase output and yet lessen the burden on one machine part that had been giving frequent trouble. He said that if that made additional time available on the computer, there were certain accounting functions which might be transferred to punched cards.

The Executive Director said further that in December 1968 a rental Xerox 420 copying machine had been replaced with a new rental Xerox 2400 unit. He said the production speed of the new unit was 40 copies per minute which might be compared with 7 copies per minute for the old machine. He said the committee's study of the use of the new machine showed that it not only accomplished the high volume copying needed but also achieved a cost saving of approximately three-tenths of a cent per copy, compared with the old Xerox. He said that meant total savings of about \$45 per month.

The Comptroller said the report reflected his views. He said the greatest paper-handling problem was the toll tickets. He said the volume was terrific - tens of thousands of cards a day. He said most of the work with the machines was not toward the development of traffic and revenue statistics as much as it was in developing a base for audit because when one had 200 men spread over 241 miles handling money, one had better have an audit system.

The Chairman said the reason he established the committee was that he began to be concerned about whether or not the Commission was making full use of the advances that had been made in office equipment and office operation. He said the function of the committee was to examine and to have expert advice on the examination of the procedures and conduct of the Commission's offices because one of the things the Commission had to do was keep abreast of developments in office equipment. He said there had been so much increase in use of the turnpike that he was concerned about it.

The Comptroller said the Commission by no means had the most sophisticated and advanced equipment but it probably would not pay to have it. He said the staff had constantly taken the position such equipment as was needed would be obtained. He said such equipment would pay for itself. The Chairman said he was not seeking to have the latest in everything. He said all he wanted was the best for the Commission's use. He said he did want the Commission's processes to be constantly re-examined.

The Executive Director reported also that currently eight construction contracts were in progress ranging from 2 percent to 99 percent complete and there were four others for which final papers were being processed. He said that since the October meeting of the Commission final payments had been made on three completed contracts and one new contract had been awarded.

The Executive Director said further that the three contracts for pavement repair and resurfacing of the turnpike carried over from the spring

construction program were within 2 to 3 percent of completion, that only some seeding, placing of stone under guardrail and the removal of cross-overs remained to be done. He said all asphalt paving work had been completed. He said the pavement repair and resurfacing contract awarded the past summer to The City Asphalt and Paving Company which provided for pavement repair and drainage work between Mileposts 223.3 and 230.6 to be performed the current fall and asphalt resurfacing in the spring of 1970 was progressing satisfactorily. He said it was presently about 14 percent complete. He said the contract for construction of an additional entrance toll lane at the Strongsville - Cleveland (No. 10) Interchange remained about 99 percent complete. He said only some shoulder sealing and relocation of an electrical system line remained to be done.

The Executive Director said further that the contract for the installation of supplemental air-conditioning units at four service plazas was currently 98 percent complete. He said all work was completed at Middle Ridge, Great Lakes and Towpath Service Plazas. He said only testing work remained to be done on the unit installed at Erie Islands Service Plaza. He said the contract for the replacement of the hot water heaters at Great Lakes and Towpath Service Plazas was awarded to the Commercial Gas Boiler and Heating Company on October 17 and that progress on the contract had been satisfactory.

The Executive Director said further that the contract for the construction of a toll plaza at the interchange between the Ohio Turnpike and Interstate Routes 80 and 80S in Mahoning County was about 70 percent complete. He said work was presently under way on the installation of the interior panels for the toll booths. He said the construction should be completed by December 15.

The Executive Director reported further that Mr. Staib had presented a paper on "Maintenance of Portland Cement Concrete Pavement" at the 55th annual meeting of the American Association of State Highway Officials the past week in Philadelphia. He said the presentation was before the joint committees on maintenance, equipment and materials.

The Chairman said the report of the Executive Director was accepted as offered. He ascertained there would be no report by the Director of Highways. He said the report of the General Counsel would be received.

The General Counsel, Judge Lockwood Thompson, reported that since the last meeting the Commission had been sued by F. Buddie Contracting, Inc., of Cleveland, Ohio, in the amount of \$35,000. He said the suit was brought in the Common Pleas Court of Cuyahoga County. He said the back-

ground of the suit was that the Commission, on recommendation of the Executive Director, the Consulting Engineers, and the Chief Engineer, terminated a contract it had with Buddie which was for the purpose of repaving the Tinkers Creek bridges in Portage County. He said the basis of termination was failure of the contractor to carry out the terms of the contract in several important respects. He said the contractor asserted in his suit that he had performed all things required on his part, that the Commission improperly terminated the contract, and that thereby he had been caused to incur costs and damages, including loss of profit.

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

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

RESOLUTION NO. 21-1969

"WHEREAS the executive director, deputy 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 October 7, 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 October 7, 1969 hereby are ratified, approved and confirmed."

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

Ayes: Chastang, Redman, Masheter, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 21-1969. There being no further business to come before the Commission,

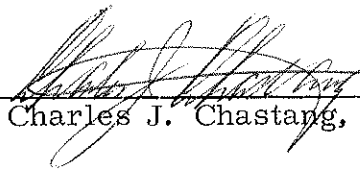
a motion was made by Mr. Chastang, seconded by Mr. Redman, that the meeting adjourn to December 2 subject to call of the Chairman. A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Chastang, Redman, Masheter, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:10 P.M.

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



Charles J. Chastang, Secretary - Treasurer