

MINUTES OF THE TWO HUNDRED AND THIRTY-SIXTH MEETING  
February 3, 1970

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 February 3, 1970 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: Teagarden, Masheter, Shocknessy.

Absent: Chastang, Redman.

The Chairman announced that a quorum was present. He said Mr. Chastang and Mr. Redman were unable to be present. He said it still remained that it had never been necessary to adjourn a meeting for lack of a quorum in nearly twenty-one years. He congratulated Mr. Teagarden on his recovery from his surgery and his coming to the meeting.

A motion was made by Mr. Teagarden, seconded by Mr. Masheter, that the minutes for the meeting of January 6, 1970, 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: Teagarden, Masheter, Shocknessy.

Nays: None.

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

The Chairman reported the revenue for January was approximately \$2,315,000, which was the first time in twenty-two months that revenue had not exceeded the revenue for the corresponding month of the previous year. He said more tolls were collected in January of 1970 than in January of 1969 but the revenue for January of 1969 included a \$75,000 refund on salt.\*

\*Subsequent to the meeting it was learned - on February 10 - that the completion of the audit of the January revenue disclosed that revenue for January of 1970 was \$2,335,137, which made January the twenty-second month in succession in which revenue exceeded that of the corresponding month of the previous years.

The Chairman reported also that after exactly two months without a fatal accident the driver of a truck loaded with 60,000 pounds of steel was killed when his truck drifted off the roadway and struck the median pier of a bridge carrying State Route 11 over the turnpike.

In response to a question the Executive Director, Mr. Russell S. Deetz, said there was practically no damage to the pier because only the tractor and not the load hit the pier.

The Chairman reported also that the Commission's Annual Report had been delivered to the Governor and to the Clerks of the Senate and of the House of Representatives of the General Assembly. He said he had congratulated the Director of Information and Research, James D. Hartshorne, on another good job.

The Chairman congratulated the representative of the Trustee, Mr. P. Joseph Sesler, on behalf of the Commission on being named an officer of The Ohio National Bank, at the meeting of the board of directors of the Bank on January 27.

The Chairman said the report of the Chairman would be recorded 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. Accountants' Report, Summary of Rentals Reported by Service Station Operators for the period October 1, 1968 through September 30, 1969.
2. Traffic and Revenue Report for December and Year 1969.
3. Financial Statements as of December 31, 1969.
4. Accountants' Report for the period ending December 31, 1969.

5. Report on Concessionaires 1969.
6. Cost and Budget Report - Year 1969.
7. Detail of investment transactions for January 1970.
8. Draft of the minutes of the January 6, 1970 meeting.

The Assistant Secretary-Treasurer reported also that the Members had before them a proposed resolution making prompt payment a condition of volume discount provided for commercial customers. He said that currently the Commission granted the volume discount regardless of how late a customer might have paid his invoices. He said there appeared to be a trend among some of the Commission's suppliers to do various things to accelerate payments, including imposition of a penalty if an invoice were not paid within a certain period of time. He said his concern was not quite so much for the present as for the future. He said that just as a protection to the Commission he was suggesting that the resolution be considered to accelerate the payments of accounts.

A resolution making prompt payment a condition of the volume discount provided for commercial customers was moved for adoption by Mr. Teagarden, seconded by Mr. Masheter, as follows:

RESOLUTION NO. 5-1970

"WHEREAS the Commission has heretofore by Resolution No. 40-1956 adopted a revised schedule of tolls and has authorized a discount for commercial customers;

"WHEREAS said discount has been established as ten percent of all tolls in excess of \$2,000 charged by any commercial customer in any calendar month, without any time limit for payment of such tolls;

"WHEREAS the Commission's comptroller has recommended that the availability of such discount be conditioned upon prompt payment, and the Commission's consulting engineer and executive director have concurred in said recommendation; and

"WHEREAS the Commission desires to accept said recommendation;

"NOW, THEREFORE, BE IT

"RESOLVED that, effective immediately, the volume discount available to commercial customers be conditioned upon payment within a specific

number of days after billing, not less than twenty, as determined by the comptroller."

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

Ayes: Teagarden, Masheter, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted with all Members present voting in the affirmative. The resolution was identified as No. 5-1970.

The Chairman said the report of the Secretary-Treasurer would be recorded as offered. He said the report of the Committee on Budget and Finance would be offered by the Executive Director in the absence of the chairman of the Committee, Mr. Redman.

The Executive Director reported for the Committee on Budget and Finance that the Commission ended the year without a need for a supplement to the budget and with operating expenses \$19,618 under budget. He said the administration and insurance account was \$14,815 under budget, the operations account \$1,322 under and the trust indenture account \$3,481 under. He said total expense from budget for the year 1969 was \$7,946,516.

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 convened on January 13 to discuss a request by the Howard D. Johnson Company for changes in prices and portions for certain items controlled under the Standard Menu. He said that while the Committee agreed with some price increases it did not agree with others which it felt were not in the best interest of the turnpike restaurant patron at that time. He said the Committee also rejected the request for certain portion changes. He said the Executive Director accepted the recommendations of the Committee and by letter under date of January 16 advised the restaurant operators of the approvals or disapprovals.

Mr. Teagarden reported also that the Committee met several times in January to work on refining the language of the proposed new restaurant

contract and to resolve the larger issues which had been left until last. He said that, if there was one need the Committee had recognized during the past fourteen years of overseeing the restaurant operations, it was that each contractual obligation be clearly defined so the operator could have no misunderstanding about the Commission's desire and intent to see that the turnpike patrons got the best possible treatment when visiting the restaurants. He said it was expected that the final draft of the new contract would be ready for the Commission Members to review within the next few weeks. He said that the Members of the Committee, particularly Judge Thompson and his assistant, Francis K. Cole, had done an excellent job in the preparation of the new contract.

The Chairman, Mr. Shocknessy, said the reports about restaurants operated by Gladieux Food Service, Inc. made by a shopper for the Commission were bad and that he had told the Executive Director to report to the Gladieux organization in a forthcoming conference that the Commission was definitely dissatisfied and would have to give consideration to disqualifying it from bidding. Mr. Teagarden said he had told the Executive Director to tell the president of the Gladieux organization, Mr. Virgil A. Gladieux, that as one Member of the Commission he was quite concerned about the manner in which Mr. Gladieux was operating the restaurants. He said the trouble with Mr. Gladieux was that when things were called to his attention he was just going to set the world on fire but nothing happened. Mr. Teagarden said he wanted to concur with exactly what the Chairman said. He said he was concerned about the Gladieux organization. The Chairman said the Gladieux organization had never done a consistent job. He said the job had always been up and down.

The Chairman said the report of the Committee on Service Plazas was accepted as offered. He ascertained that there would be no report by the Committee on Employee Relations. He said the report of the Committee on Safety would be offered by the Executive Director.

The Executive Director reported for the Committee on Safety that during the year 1969 there were 1,502 traffic accidents on the turnpike. He said that total was only 17 more than during 1968 although there were 1,298,174 more vehicles on the highway in 1969 than in 1968.

The Executive Director said further that despite the fact there were five more deaths resulting from accidents the last year than in the previous year, the overall accident rate was better than for 1968. He said that was shown by the fact that the number of accidents per 100,000,000 vehicle miles of travel in 1969 was 104.1 whereas in 1968 the figure was 108.4. He said the accident rate for trucks was 19 percent lower than in 1968.

The Executive Director said further that single vehicle accidents accounted for 67.2 percent of the total accidents while rear-end collisions accounted for 28.3 percent and side-swipes 4.5 percent.

The Executive Director said further that a review of the primary causation factors as determined by the investigating Highway Patrol officers showed that the driver was responsible in 72 percent of the accidents. He said the driver could also have been responsible for a portion of another 21 percent of the accidents attributable to defective tires and lights and mechanical failures. He said that no doubt many of the accidents would never have occurred had the driver given his vehicle proper attention and maintenance. He said the remaining seven percent of the accidents were attributable to miscellaneous causes generally beyond the driver's ability to avoid such as deer leaping in front of moving vehicles, which accounted for 57 accidents; and objects being dropped from an overhead bridge on vehicles, accounting for 38 accidents.

The Executive Director said further that driving too fast for conditions was the most common hazardous vehicle operation, accounting for 338 accidents. He said the next five faulty-driver categories in terms of frequency were: driver sleepy or asleep, 182 accidents; driver inattention or carelessness, 120 accidents; improper passing or failure to yield, 106 accidents; following too closely, 84 accidents; and driver drinking or intoxicated, 56 accidents.

The Executive Director reported also that in order to aid in reduction of traffic accidents and to provide for the safe and orderly movement of increasing volumes of traffic on the turnpike, the Superintendent of the State Highway Patrol, upon request from the Commission, made recommendations that the Commission provide the Turnpike District of the Highway Patrol with some additional tools which would permit more extensive action to curtail hazardous vehicle operations. He said the Superintendent had suggested that the Commission provide 18 Vascar (Vehicle Average Speed Computer And Recorder) units in addition to the use of aircraft. The Executive Director said arrangements had been completed with the Superintendent to furnish the Vascar units at the earliest possible date. He said the cost would be reimbursed by the Commission. He said that in respect to the use of aircraft the Commission and the Highway Patrol were currently developing an agreement for the use of an aircraft on a six-month experimental basis beginning March 1, 1970.

The Chairman said that in the absence of any questions the report of the Committee on Safety would be accepted as offered. He said the report of the Executive Director would be received.

The Executive Director reported that currently on the turnpike there were four construction contracts in progress ranging from two percent to 99 percent complete and three other contracts for which final papers were being processed. He said that since the January meeting of the Commission final payment had been made on two other contracts.

The Executive Director said further that the contract for the construction of the toll plaza at the interchange between the turnpike and Interstate Routes 80 and 80S in Mahoning County was about 91 percent complete. He said that currently very little work was being performed except on the replacement of the water line. He said that, however, the contractor had submitted a schedule which provided for completion in late spring. He said the schedule was acceptable.

The Executive Director said further that no work had been performed on the other three contracts during the past month. He said that on the two resurfacing contracts all work was suspended because of adverse weather conditions and the contract for installation of hot water heaters at two service plazas had been affected by the delay in delivery of equipment by the manufacturer.

The Executive Director said further that six new construction contracts would be advertised for bids that week. He said four of the contracts were for pavement repair and resurfacing of 33.4 miles of the turnpike and two for the modification and resurfacing of the parking areas and driveways at Vermilion Valley and Middle Ridge Service Plazas. He said he was hopeful that good bids would be received and awards could be made at the March meeting of the Commission.

The Executive Director reported also that in October 1967 an item appeared in the Akron Beacon Journal disclosing that the reason there were no women toll collectors on the Ohio Turnpike was that no applications for employment as toll collectors had been received from women. He said that by the end of that year over 100 such applications were on file at Berea Headquarters of the Commission.

The Executive Director said further that the turnpike's first women toll collectors were introduced to the traveling public on February 23, 1968 and by the end of that year there were 29 women employed either full or part time at 13 of the 17 toll installations. He said that currently 17 women were full time collectors and 40 more were working part time. He said that on a percentage basis 12 percent of the full time collectors were women and 41 percent of the part time force were women. He said women were currently working at all toll plazas. He said they had proved themselves on the job and

had won the respect of their supervisors, fellow collectors, and the patrons of the turnpike.

The Executive Director reported also that the staff had had under consideration a request of the United States Weather Bureau for permission to install two antennas on the Commission's radio tower at the Amherst Maintenance Building. He said the Weather Bureau planned to provide a UHF-FM Continuous broadcast for dissemination of weather information in the Cleveland-Sandusky-Akron-Canton area, which was intended to provide the general public and special users with timely service, particularly during emergency weather conditions.

The Executive Director said further that the Weather Bureau's survey team found the tower to be ideally located for a transmission site. He said it proposed to mount one UHF transmitting antenna and a VHF-FM receiving antenna on the tower. He said each antenna would have a 7/8 inch heliograph cable leading to the transmitter and receiving units to be housed in the radio room of the Maintenance Building. The Executive Director said arrangements were made with the RCA Service Company which maintained the radio system on the turnpike to determine whether such installation would cause interference with the Commission's radio system. He said the company's field systems specialists who served the turnpike had reported they could not foresee any interference as the Weather Bureau would be transmitting on UHF (410.00 MHz frequency) band and receive on the VHF (163.275 MHz frequency) band. He said arrangements had also been made with the Commission's Consulting Engineers to determine whether the tower was designed to accommodate the additional load. He said the engineers were currently checking the tower design.

The Executive Director said further that unless the Consulting Engineers advised that the tower could not accommodate the additional load or that the expense of strengthening the tower to carry the load would be excessive, it was his intention to grant the request of the Weather Bureau providing the Commission had no objection.

In reply to a question by the Chairman, the representative of the Consulting Engineers, Mr. Harnden, said he was inclined to think the experts were too conservative and the tower could stand the load the Weather Bureau proposed but the figures were still not available. The Executive Director said the Weather Bureau would pay the Commission a certain amount of money, pursuant to a formal agreement between the Commission and the Weather Bureau. The Members indicated their concurrence with the Executive Director's intention.

The Chairman said the report of the Executive Director would be



recorded as offered. He said the report of the General Counsel would be received.

The General Counsel reported that he and the Assistant General Counsel, Mr. Cole, had discussed the latest draft of the new restaurant contract with the Commission's special counsel and the draft seemed to be satisfactory to the Executive Director and to the members of the Committee on Service Plazas. He said the new contract would include insurance coverage requirements as recommended by the Consulting Engineers. He said he was still trying to make the assignment provision of the contract water tight so there could be no assignments without the Commission's knowledge and consent.

Mr. Teagarden said the experience of the Commission in dealing with operators of the restaurants on the turnpike had taught several things that had been incorporated in the new contract so that there would be greater protection for the Commission. He said the contract spelled out what the Commission as well as the operator must do. He said the previous contract contained several discrepancies that needed correction. Mr. Thompson said Mr. Teagarden had given the committee very valuable advice. The Chairman said the General Counsel and Assistant General Counsel were to be congratulated.

The Chairman said the report of the General Counsel was accepted as offered. He ascertained there would be no reports by the Director of Highways 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 200 copies of the Commission's Annual Report for 1969 were received from the printer on Sunday, February 1, 1970, and the remainder was due in Berea the following day.

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

The Members concurred that the next meeting would be held on March 3, 1970 at the same time and place.

The Chairman said the Members were glad to see Mr. Teagarden looking so good. Mr. Teagarden responded that he appreciated very much the cards, telephone calls and flowers he received from the staff and the Commission.

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

RESOLUTION NO. 6-1970

"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 January 6, 1970, 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 January 6, 1970 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, 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. 6-1970.

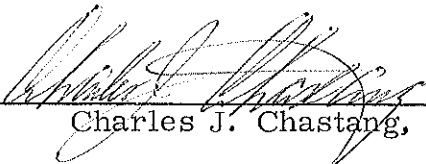
There being no further business to come before the Commission a motion was made by Mr. Masheter, seconded by Mr. Teagarden, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Masheter, Teagarden, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 11:52 A. M.

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

  
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Charles J. Chastang, Secretary-Treasurer