

MINUTES OF THE TWO HUNDRED AND THIRTY-NINTH MEETING
May 5, 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 May 5, 1970 with the key members of the staff; a representative, Mr. H. A. Harnden, of the Consulting Engineers; a representative, Mr. John C. Ruetty, 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: Masheter, Teagarden, Chastang, Shocknessy.

Absent: Redman.

The Chairman announced that a quorum was present.

A motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the minutes for the meeting of April 7, 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 responded to roll call. The vote was as follows:

Ayes: Chastang, Teagarden, Masheter, Shocknessy.

Nays: None.

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

The Chairman reported that the April revenue was approximately \$369,000 less than April of 1969 representing the sharpest drop in revenue for a single month from the corresponding month of the previous year since the turnpike opened, in large part explained by the popularly known "wild-cat strike" of the Teamsters Union which had kept a large portion of business off the Ohio Turnpike. He said the passenger toll revenue loss during April over April of the previous year of approximately \$105,200 was attributable, however, to the fact that the March revenue was increased by the occurrence of Easter of 1970 in that month as compared with Easter

of 1969 which was in April. He said that, therefore, the loss of revenue experienced was generally accounted for by the loss caused by the teamsters' strike.

The Chairman said further that the turnpike had always reflected the economy and the reports indicated the economy was off in April - not in the same measure as Ohio Turnpike revenue was off - but the economy was off.

The Chairman reported also that there was one fatal accident on the turnpike in April and another one the past night. He said that made three for the year to date but that that was still the lowest number for that time of the year since 1962. He said it was still a good record for the year.

The Chairman reported also that the Interstate Coordinators' Conference had discontinued meeting with the land-study groups until the Federal Departments of Health, Education and Welfare and of Housing and Urban Developments made up their minds how these studies should be financed and managed.

The Chairman said that in the absence of any 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 that since the last meeting the following had been sent to all Members :

1. Traffic and Revenue Report for March 1970.
2. Financial Statements as of March 31, 1970.
3. Expense and Budget Report, First Quarter 1970.
4. Draft of the minutes of the April 7, 1970 meeting.
5. Detail of investment transactions for April 1970.

The Chairman said the report of the Secretary-Treasurer was accepted as offered. He said that in the absence of the chairman of the Committee on Budget and Finance, Mr. Redman, the report of the committee would be submitted by the Executive Director, Russell S. Deetz.

The Executive Director reported for the Committee on Budget and Finance that operating expenses for the first three months of 1970 were

\$13,280 over budget allocation for the period. He said that was a reduction of \$16,585 from the over-run at the end of the first two months, and \$87,460 from the over-run at the end of the first month. He said total expenditures from budget for the three month period were \$2,423,685.

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. At this point Mr. Redman entered. He asked that his "aye" vote be recorded with respect to approving the minutes for the meeting of April 7, 1970.

The chairman of the Committee on Service Plazas, Mr. Teagarden, reported that after receiving the Commission's approval and authorization to advertise for bids final touches were made to the documents of the new restaurant contracts and on April 14 the "Notice to Bidders" was published advising that the Commission was receiving bids for operating the 16 restaurants on the Ohio Turnpike. He said the importance of alerting as many restaurant companies as possible about the bidding required a wider than normal range of advertising. He said that in addition to the required legal advertisements in a newspaper of general circulation in Franklin County for two consecutive weeks, an advertisement was placed in the national restaurant publication "Nation's Restaurant News" of April 27. He said that was a biweekly publication to which most of the larger restaurant companies subscribed. He said that to be sure the smaller restaurant companies got the information a news release was sent to the newspapers of Ohio and to the Ohio State, Northeastern Ohio and National Restaurant Associations.

Mr. Teagarden said further that, in addition to those advertisements and releases, "Notice to Bidders" was sent directly to 18 restaurant companies, 17 of which were national in scope. He said that of the 18 companies, seven had previously made a formal request to be sent contract documents. He said those seven companies were The Marriott Corporation (Hot Shoppe), Greyhound Food Management, Inc., Howard D. Johnson Company, Gladieux Food Services, Inc., Ogden Foods, Inc., Host International, Inc., and Mr. Harold Jewel who operates several McDonald's System, Inc. units in Lorain, Ohio. He said telephone calls were made to eleven national companies which did not formally request bidding documents but were sent "Notice to Bidders" to learn if the notice had been brought to the attention of the responsible persons.

Mr. Teagarden said those companies were: Interstate United, McDonald's System, Inc., Manners Management, Morrison's Cafeterias, Stouffer Food Corporation, Ancorp National Services, Inc. (Union News), Prophet Company, Dutch Pantry, Inc., Stuckeys, Inc., Restaurant Associates and Fred Harvey, Inc. He said seven of those companies had

since requested bid documents. He said that as a result of advertisement Colonial Foods, of Canton, Ohio wrote in for bid documents. He said that currently bid documents had been distributed to 15 restaurant companies, 13 of which were national in scope.

Mr. Teagarden said further that several of the restaurant companies which had expressed an interest in operating the Ohio Turnpike restaurants currently operated restaurants on other turnpikes. He said that, to help the Service Plaza Committee be objective in evaluating bids, members of the committee had been making unannounced visits to the various toll roads to review food service operations. He said the Executive Director, accompanied by Mr. Harnden, visited the restaurants on the New York State Thruway, New Jersey Turnpike, Delaware Turnpike, John F. Kennedy Memorial Highway and Pennsylvania Turnpike. Mr. Teagarden said a similar "shopping" trip had been made by the Director of Operations and the Supervisor of Patron Services. He said that in addition the Comptroller and the Supervisor of Patron Services visited the Indiana Toll Road and the Illinois Tollway to review the food service operations, and General Counsel visited the Indiana Toll Road. He said the Director of Information and Research expected to visit the West Virginia Turnpike and Kentucky turnpikes. Mr. Teagarden said he had visited the Florida Turnpike. He said it was anticipated that all members of the committee would make comparable visits and report their findings.

Mr. Teagarden said further that the opening date for bids was 10:00 A.M., eastern daylight time, May 14, 1970.

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

The chairman of the Committee on Employee Relations, Mr. Teagarden, reported that the committee would meet the next day to discuss meetings to be held in the near future with representatives of union and non-union employees.

The Chairman said the report of the Committee on Employee Relations was accepted as offered. He said the report of the Committee on Safety would be presented by the Executive Director.

The Executive Director reported for the Committee on Safety that following the heavy traffic volume season the past year he asked the commander of the Turnpike District of the Ohio State Highway Patrol, Captain M. L. Stansbery, to prepare a report on the problems the patrol

had had in the control and regulation of traffic during the peak volume periods and to make recommendations for an action program directed toward safety and movement of traffic in future years when traffic volumes no doubt would be even greater.

The Executive Director said further the commander listed the problems of greatest concern including those involved in the movement of military convoys over the turnpike. He said military convoys traveling at less than prevailing speed created potential hazards and major traffic tie-ups, both of which had resulted in violent reaction from the traveling public. He said the commander proposed that a meeting be held with the military to see if any of those problems could be alleviated.

The Executive Director reported further that on March 9, 1970 the Director of Information and Research, the Director of Operations, and Capt. Stansbery met with Major General Sylvester Del Corso, Adjutant General of Ohio, and members of his staff. He said General Del Corso was aware of the problems involving military convoys and was most cooperative. He said that as a result of that meeting Brigadier General Robert H. Canterbury, Assistant Adjutant General, by letter under date April 27, 1970 notified the Commission of the action contemplated by the Adjutant General to alleviate potential hazards and congestion caused by Ohio National Guard convoys on the turnpike as follows:

1. Convoys would be scheduled to travel the turnpike during the low traffic volume hours whenever possible. Weekends, however, could not be avoided during 1970 because of already established schedules.
2. March units would be instructed not to stop on shoulders except in an emergency and then only the disabled vehicle and one repair vehicle.
3. March units would be formed off the turnpike and not on the approaches to toll plazas.
4. March units would maintain closer spacing between vehicles so as to avoid long drawn-out convoys.
5. March units traveling west to Camp Perry would be instructed to use the Fremont-Port Clinton Interchange rather than the Sandusky-Norwalk Interchange which carried the Cedar Point traffic.

6. Convoy vehicle drivers would be cautioned to attain proper speed and interval on the interchange roadways before entering the turnpike main roadways. That would avoid slowing and even stopping on the driving lane to attain interval.
7. Lead vehicles would move at a speed of 45 miles per hour with maximum speed for any other vehicle 50 miles per hour.

General Canterbury further advised that the Adjutant General wished to assure the Commission that his office would do everything possible to improve safety and to schedule military convoys during periods of low traffic volume.

The Chairman said the report was a good report and the result was a good result. The Executive Director said he was most pleased with the cooperation the Commission received. The Chairman said the cooperation was fine, was exceptional.

The Chairman said the report of the Committee on Safety was accepted as offered. He said the Executive Director's report would be received.

The Executive Director reported that the "wildcat" truck strike by members of the International Brotherhood of Teamsters which began on April 1 in the Cleveland area not only reduced substantially the amount of revenue received from operation of the turnpike but also increased the cost of patrolling and delayed deliveries of materials and equipment purchased by the Commission for the maintenance and operation of the turnpike.

The Executive Director said further that increased costs for patrolling including overtime hours for patrolmen, additional flight hours for the aircraft, and additional mileage for patrol cars were estimated at about \$8,000. He said supplies ordered by the Commission on which deliveries had been delayed included two water heaters, two welding machines, sandblasting equipment, and other material including almost everything scheduled for delivery since the first week in April. He said some items urgently needed by the Commission, such as five pneumatic pavement breakers and paper stock, were delivered in automobiles by the suppliers. He said certain other materials were picked up at warehouses not far from the turnpike in trucks by maintenance division couriers.

The Executive Director said further that throughout the strike period there fortunately had been no widespread incidence of violence on the turnpike as compared with the experience on other roads in the northern part of the State. He said there were, however, individual alleged attempts at intimidation. He said six truck drivers reported being shot at while on the turnpike; seven truck drivers reported rocks being thrown at them from bridges over the turnpike; three truck drivers reported attempts by strikers to keep them from moving their vehicles; three truck drivers reported keys being stolen from their vehicles while parked in service plazas; and one truck driver reported 11 of 14 tires deflated and an oil line severed on his vehicle while parked in a service plaza.

The Executive Director said further that, as incidents of interference off the turnpike were increasingly reported, many truck convoys were organized at freight terminals and were escorted to the turnpike under local police protection. He said the Ohio Turnpike Patrol, although prepared to do so, had not so far escorted a convoy. He said that as a convoy moved on the turnpike from one patrol zone to another the patrolman in that zone was advised to maintain close surveillance. He said Patrol assignments and schedules had been altered to provide increased coverage during hours of darkness and around-the-clock surveillance at several toll plazas of high volume truck traffic. He said the Highway Patrol aircraft had also been used very effectively in that type of surveillance.

The Executive Director said further that following Governor James A. Rhodes' order to activate the Ohio National Guard in Northeastern Ohio on April 29 for possible use in patrolling highways to protect truck shipments, Lt. Mike Maxwell of the 112th Engineers, Ohio National Guard was stationed at the headquarters of the Turnpike District of the Highway Patrol for liaison purposes. He said the National Guard was not used on the turnpike but was used on route patrol and escort duty over routes of entrance to the turnpike. He said that although guardsmen were not stationed on bridges over the turnpike, many bridges were checked frequently by the route patrols.

The Executive Director reported also that at one of the Commission meetings the past winter it was mentioned that the toll booth serving the temporary toll lane at Interchange No. 10, Strongsville-Cleveland, looked like a "Chic Sale". He said the toll collection personnel who designed the booth and the carpenters who constructed it concurred that the booth was no architectural beauty. He said that the past week he awarded a contract pursuant to bidding to Hedges Interiors, Inc., of Maryland Heights, Missouri for the furnishing of four prefabricated aluminum toll

booths at a total cost of \$5,700. He said the booths were of the same general type as those used at the Cleveland Hopkins International Airport parking facilities as well as at other parking facilities in the Cleveland area. He said the new booths should be received early the following month and would be used to replace the old wooden booths at Interchanges No. 7, 10, 12 and 17.

The Executive Director reported also that currently nine contracts were in progress ranging from just starting work to 98 percent complete and one other contract for which final papers were being processed. He said that since the April meeting of the Commission final payment had been made on one other contract and work was started on two new contracts. He said the new contracts were for the resurfacing of 8.3 miles of the turnpike in Cuyahoga and Summit Counties awarded to Wm. L. Schloss Paving Company of Cleveland, Ohio and for an additional toll lane and widening of approach pavement at the Lorain-Elyria Toll Plaza No. 8 awarded to Joseph Lach Construction Company. He said the five pavement repair and resurfacing contracts ranged from 25 percent to 40 percent complete and work on each was progressing satisfactorily.

The Executive Director said further that all other construction contracts were likewise progressing reasonably satisfactorily except the contract for the furnishing of hot water heaters at Great Lakes and Towpath Service Plazas. He said that contract was initially delayed because of manufacturing difficulties and currently was further delayed because of the truck strike halting shipment.

The Executive Director said further that the contract work on the new toll plaza at the interchange of the Ohio Turnpike and Interstate Routes 80 and 80-S in Mahoning County was substantially complete. He said a prefinal inspection was made on April 20 and a list of items to be corrected or completed was furnished to the contractor, The Joseph Bucheit & Sons Company. He said only finish grading and other minor items remained to be completed on the contract. He said the toll collection equipment, radio-communication equipment and furnishings which would be handled by the Commission's maintenance forces were in storage ready to be moved to the toll plaza just prior to opening of the interchange to traffic. He said the State's contractor on the interchange had not renewed work following the winter suspension. He said that once started it would probably take the contractor approximately eight weeks to complete the remaining work. He said information available tended to show that the State's contractor was not planning to complete the contract much ahead of the August 31, 1970 scheduled completion date. He said it appeared that the toll plaza could not be opened before the month of August.

The Executive Director reported further that letters were recently received from the Trustees of Ellsworth and Jackson Townships in Mahoning County urging that the old interchange be kept open or that an access roadway be constructed for the new interchange to old Route 18. He said receipt of those letters was acknowledged and distribution was made to the Members of the Commission. He said the Township Trustees of Jackson Township requested that a representative of the Commission meet with them on May 18 at their regular meeting to discuss with them and interested businessmen and residents the possibility of leaving old Interchange No. 15 open. He said it was his plan to invite the Trustees and other interested parties to the Commission's headquarters in Berea to present their views. He said that if the Commission had no objection he would proceed accordingly. The Members indicated their concurrence with the Executive Director's proposal.

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

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

RESOLUTION NO. 16-1970

"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 April 7, 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 April 7, 1970 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, Masheter, Shocknessy.

Nays: None.

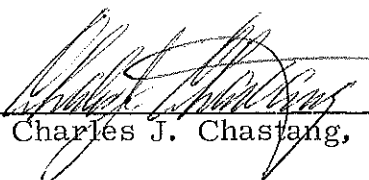
The Chairman declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 16-1970.

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 until the Commission's regular meeting date at 11:00 A.M. on June 2, 1970, at 139 East Gay Street, Columbus, Ohio. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

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

The Chairman declared the meeting adjourned. The time of adjournment was 11:44 A.M.

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



Charles J. Chastang, Secretary-Treasurer