

MINUTES OF THE TWO HUNDRED AND FORTIETH MEETING
June 2, 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 2:00 P.M. on June 2, 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 time for the meeting was changed from 11:00 A.M. by the direction of the Chairman with notice to the Members as provided in the bylaws.

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.

The Chairman thanked the Members for permitting the hour to be changed for his convenience. He said he wanted to take note of the deaths of Mr. Archibald J. Allen, a former Member of the Commission, and of Mrs. Ruth Lloyd Wilkins, a former General Counsel of the Commission. He suggested that the Commission offer condolences to Judge Lockwood Thompson, General Counsel, on the death of his niece, Miss Pricilla Thompson.

A resolution expressing the Commission's sorrow on the death of Ruth L. Wilkins was moved for adoption by Mr. Teagarden, seconded by Mr. Chastang, as follows:

RESOLUTION NO. 17-1970

"WHEREAS the Commission has learned of the death of Ruth L. Wilkins, former general counsel and assistant general counsel to the Ohio Turnpike Commission;

"WHEREAS Mrs. Wilkins served the Commission as its assistant general counsel during the early period of the Commission's activities and participated in the many decisions and actions which were critical in the establishment of the Commission's legal position and the construction of

the Ohio Turnpike, and thereafter from November 1955 until July 1956 served the Commission ably and efficiently as its general counsel; and

"WHEREAS Mrs. Wilkins gained for herself the friendship and respect of colleagues and associates and all those with whom she was associated in the course of her performance of her duties for the Commission;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission notes with sorrow the passing of one who contributed much to the establishment and objectives of the Commission. "

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 declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 17-1970.

A resolution expressing the Commission's sorrow on the death of Archibald J. Allen, former Commission Member, was moved for adoption by Mr. Teagarden, seconded by Mr. Chastang, as follows:

RESOLUTION NO. 18-1970

"WHEREAS the Commission has learned of the death of Archibald J. Allen, former member and secretary-treasurer of the Commission during the years 1952 through 1956;

"WHEREAS Mr. Allen served upon the Commission after he had already distinguished himself through an outstanding career in the telephone and communications fields and as a civic leader in other areas;

"WHEREAS the abilities which had made his career so outstanding in other fields were generously and effectively devoted to the interests of the Commission and were of exceptional value to the Commission during the critical years when he was a member thereof; and

"WHEREAS Mr. Allen gained for himself the friendship and respect of all those with whom he was associated during the course of his service upon the Commission;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission notes with sorrow the passing of one who contributed greatly to the establishment and objectives of the Commission, and directs its assistant secretary-treasurer to send a copy of this resolution to his widow and family as an expression of its sympathy upon their loss."

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 declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 18-1970.

A resolution expressing the Commission's sorrow on the death of Miss Priscilla Thompson was moved for adoption by Mr. Teagarden, seconded by Mr. Chastang, as follows:

RESOLUTION NO. 19-1970

"WHEREAS the Commission has learned of the untimely death of Priscilla Thompson, niece of Lockwood Thompson, the Commission's general counsel; and

"WHEREAS the Commission is aware that general counsel had a special interest and pride in the development, education and progress in the arts of his said niece and that her death is a great personal loss to him;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission expresses its sorrow upon the death of Priscilla Thompson and extends its sympathy to its general counsel, Lockwood Thompson, and other members of the family of Priscilla Thompson, and directs the assistant secretary-treasurer to

furnish a copy of this resolution to Lockwood Thompson as a mark of its expression of sympathy and condolences to him and to other members of the family. "

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 declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 19-1970.

A motion was made by Mr. Redman, seconded by Mr. Teagarden, that the minutes for the meeting of May 5, 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: Redman, Teagarden, Masheter, Chastang, Shocknessy.

Nays: None.

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

The Chairman welcomed to the meeting Mr. Franklin B. Carey, eastern district toll supervisor; Mr. Ernest M. Vance, central district toll supervisor; and Mr. Henry F. Zumfelde, western district toll supervisor. The Executive Director, Russell S. Deetz, said all three were toll collectors at one time and had advanced from that position to senior toll collector and to their current positions. He said Mr. Carey started with the opening of the Eastgate section and the other two with the opening of the turnpike in its entirety.

The Chairman reported that the revenue for May was approximately \$3,120,000 which was an increase of \$63,000 over the best previous May. He said every month for 26 months - except April 1970 - had been better than the corresponding month for the preceding year. He said it had been suggested that the revenue would have been better in May than

it was because some effects from the truck strike were still being felt during May.

The Chairman reported also that three fatal accidents during May resulted in three deaths bringing the total of deaths for the first five months to five. He said that compared with 21 during the same period in 1969. He said no deaths occurred on the turnpike through the Memorial Day holiday.

The Chairman said in the absence of questions, 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. Traffic and Revenue Report for April 1970.
2. Financial Statements as of April 30, 1970.
3. Draft of the minutes of the May 5, 1970 meeting.
4. Detail of investment transactions for May 1970.

The Assistant Secretary-Treasurer reported also that the Trustee had purchased during June for redemption \$600,000 face amount of turnpike bonds at an average price of 72.96. He said the Trustee probably could purchase another 17 bonds, making a total of about \$617,000 face amount, leaving the total of bonds outstanding \$205,525,000.

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 for the first four months of 1970 expenses were \$1,667 over budget allocation. He said that was a reduction from an overage of \$99,000 at the end of January which was due primarily to heavy snow and ice control expenditures.

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 at 10:00 A.M., eastern daylight time, on May 14, 1970 bids for operating the sixteen restaurants on the Ohio Turnpike were opened and read at the Commission's headquarters in Berea.

Mr. Teagarden said further that seven restaurant companies bid on 25 of the possible combinations. The seven companies, six of which were national in scope, were: Marriott Corporation, Howard Johnson Company, Greenfield-Mills Restaurant Company (which currently operates on the turnpike under the name Ogden Foods, Inc.), Midway Smorgasbord, Inc., Prophet Foods Company, Gladieux Food Services, Inc., and Ancorp National Services, Inc. (Union News). He said the bids were being evaluated and the Committee had invited each of the bidders to conferences to be held at Berea on June 4 and 5 to discuss the contract to be sure each bidder understood what the Commission expected from the new operators and to give the Committee opportunity to learn more about the experience and current operations of the bidders.

In response to a question by Mr. Chastang, Mr. Teagarden said that Members of the Committee had visited restaurants of the bidders which were located on other turnpikes. He said he had visited Hot Shoppes on the Florida Turnpike operated by Marriott Corporation. He said some surprising stories were picked up by members of the committee which the committee would consider. He said one important purpose of the meetings with the bidders would be to discuss maintaining the cleanliness of rest rooms which the members would agree had given the Commission the most difficulty. He said the committee would drive that point home pretty severely with the bidders to make sure they understood what the Commission would expect from them in the future. Mr. Teagarden said a list of questions had been prepared to ascertain the bidders' understanding of the language of the restaurant contract and to bring out vital points that were necessary in preparing recommendations. He said the committee recognized that in all probability it would sacrifice some earnings in its recommendation if it felt that the public was going to be better served. He said past experience had demonstrated what was needed was good service to the public regardless of sacrificing some income.

Mr. Teagarden reported also that in keeping with established policy the Department of Patron Services visited each of the service areas over the Memorial Day weekend to see that turnpike patrons received proper attention. He said it was evident that the restaurant operators were prepared since housekeeping was found to be good and service in most instances could be considered satisfactory. He said the service stations were properly manned and there was only a minimum delay for patrons purchasing gasoline.

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 on June 9 with spokesmen for employees who were not members of Teamsters Union Local 20 at their request to discuss wage adjustments, working conditions and other matters. He said that on June 10 the committee would meet with representatives of Teamsters Union Local 20 at its request also to discuss similar matters.

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 offered by the Executive Director.

The Executive Director reported for the Committee on Safety that a potentially serious traffic accident occurred on May 18 when a passenger car driver blacked out on the ramp entrance to the Vermilion Valley Service Plaza and the car struck a sign post and, at an estimated speed of 70 miles per hour, careened into four gasoline pumps, demolishing them and causing the fuel to ignite. He said the four occupants of the car received injuries requiring hospitalization but had since been released. He said there were no other persons injured. He said the fire was extinguished without spreading to the other pump islands.

The Executive Director said further that at the time the service plazas were being designed in 1953-1954 it was learned from visits to other toll roads that gasoline pump islands were accident prone locations. He said that, accordingly, special attention was given to the physical layout of the entrance ramps and location of pump islands in the service plazas on the Ohio Turnpike. He said that not until the accident on May 16 was a pump ever lost as a result of an entering vehicle, which spoke very highly for the safety design feature of the plazas. He said the pump islands were off-set from the entering ramps and the entering ramps were continuous past the pump islands to the exiting ramps thereby offering the driver an escape route if the vehicle brakes failed.

The Chairman said 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 at the May meeting he informed the Commission of the letters received from the Trustees of

Ellsworth and Jackson Townships in Mahoning County urging that the existing Niles-Youngstown Interchange No. 15 be kept open or that an access roadway be constructed from the new interchange to the old interchange. He said he also had announced that with the concurrence of the Commission, he proposed to invite the Trustees and other interested parties to the Commission's headquarters in Berea to discuss the matter.

The Executive Director said further that a conference was held on May 21, 1970 beginning at 10:30 A. M. and closing at 12:20 P. M. He said the visiting group, totaling 19 persons, included trustees of North Jackson, Ellsworth and Austintown Townships, owners of three motels, operators of two gas stations and members of a realty company.

The Executive Director said further that spokesmen for the visiting group announced that should the existing interchange be closed it would put the nearby motels out of business, adversely affect business at service stations on State Route 18, inhibit construction or continued operation of existing truck terminals on S. R. 18, interfere adversely with plans for development of the entire area and require excessive driving by motorists and truck operators to reach the Ohio Turnpike at the new interchange. He said he informed the group that its views would be brought to the attention of the Commission. He said that, in addition to the report he was making, a more detailed report on the highlights of the conference was made a matter of record in a memorandum from the Deputy Executive Director to the Executive Director under date May 21, 1970, Xerox copies of which had been furnished to each Member of the Commission.

The Executive Director reported also that at the current meeting and several previous meetings of the Commission discussions had taken place on the considerations which would govern a decision as to whether the existing Niles-Youngstown (No. 15) Interchange should be closed simultaneously with the opening of the new Niles-Youngstown Interchange.

The Executive Director said the considerations included safety, cost, and traffic service, as follows:

1. Hazards to the traveling public would arise from the potential conflict between slow moving, fast moving, merging and weaving vehicles on the short section of each roadway of the turnpike between the speed change lanes of the two interchanges.

2. The cost to operate the existing toll plaza with a reduced staff of toll collectors was estimated at \$95,000 per year.
3. An origin and destination survey conducted the past summer indicated that when the new interchange was opened to traffic only about three or four percent of the traffic currently using the existing interchange might continue to use that interchange.

The Executive Director said further that it was the opinion of the staff that the existing interchange should be closed contemporaneously with the opening of the new interchange. He said the Director of Highways and the Commission's Consulting Engineers had recommended that the existing interchange be closed at the same time the new interchange was opened to traffic. He said the Bureau of Public Roads by letter of September 30, 1969 advised that it had no authority concerning the disposition of Ohio Turnpike Interchange No. 15.

The Executive Director said further that in telephone conversation with engineers of Division 4 of the Ohio Department of Highways on May 26, 1970 the Deputy Executive Director and he were informed that it was possible the new interchange could be opened to traffic early in July 1970. He said that although he considered that an optimistic date, but not by more than one month, it was his recommendation that the Commission take action at the meeting. He said the General Counsel had prepared a resolution authorizing the closing of the existing Niles-Youngstown (No. 15) Interchange simultaneously with the opening of the new Niles-Youngstown (No. 15) Interchange where connection was made with Interstate Routes 80 and 80S. He said he recommended the adoption of the resolution.

Mr. Masheter said he would like to commend the Deputy Executive Director, James D. Hartshorne, for a very clear statement of the meeting that was held on May 21. He said that on May 28 he was advised by the Deputy Director of Division 4 that his last conversation with the contractor and the staff indicated that the new interchange would be opened the last of July or the first of August.

A resolution closing old Interchange No. 15 was moved for adoption by Mr. Masheter, seconded by Mr. Chastang, as follows:

RESOLUTION NO. 20-1970

"WHEREAS the State of Ohio is constructing a new interchange at a point in Mahoning County where Interstate Highways 80 and 80S join the Ohio Turnpike;

"WHEREAS the relative locations of the existing Interchange No. 15 at State Route 18 and the new interchange under construction are such that, if both interchanges were to be in operation at the same time westbound traffic using the existing interchange would enter upon the Turnpike roadway only 620 feet in advance of the point at which westbound traffic exiting through the new interchange would leave the Turnpike roadway, and eastbound traffic using the new interchange would enter upon the Turnpike roadway only 740 feet in advance of the point at which eastbound traffic exiting through the existing interchange would leave the Turnpike roadway;

"WHEREAS in view of the proximity of the one interchange to the other, the Director of Highways and the consulting engineers for the Ohio Turnpike Commission have recommended, on the grounds of safety and economics, the closing of old Interchange No. 15 simultaneously with the opening of the new interchange with I-80 and I-80S to be hereafter known as Interchange No. 15;

"WHEREAS the Bureau of Public Roads has by written communication with the Ohio Turnpike Commission declared that the matter of closing an interchange in the neighborhood of a new interchange to be opened is not a concern of the Bureau of Public Roads; and

"WHEREAS the Commission believes that hazards to the travelling public require the closing of the Commission's presently existing Interchange No. 15 contemporaneously with the opening of the new interchange accommodating traffic on Interstate 80 and 80S;

"NOW, THEREFORE, BE IT

"RESOLVED that the existing Niles-Youngstown Interchange No. 15 be closed simultaneously with the opening of the new Niles-Youngstown Interchange No. 15 connecting the Ohio Turnpike with Interstate Highways 80 and 80S."

Upon inquiry by Mr. Chastang, Mr. Harnden said he had recommended in a letter some time previously the action contemplated in the resolution and nothing had developed since to change his recommendation. The Executive Director said a copy of Mr. Harnden's letter was in the file. The Chairman said he wanted the Trustee to be advised that the Commission was closing the old interchange. He said the Trustee would get a copy of the minutes. He said certainly the Commission's income would not be adversely affected and safety would not be adversely affected if the Commission took the action it was about to take. Mr. Masheter said the matter of safety was the controlling issue.

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

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

Nays: None.

The Chairman declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 20-1970.

The Executive Director reported also that unaudited figures for the Memorial Day weekend period extending from 12:01 A.M. Thursday, May 28, to midnight Monday, June 1, showed that \$461,308 in cash tolls were paid on 375,709 vehicles. He said that in comparison with the Memorial Day holiday period of 1969 that was a decrease of \$9,667 on 7,954 less vehicles. He said the lower traffic volume on the 1970 Memorial Day weekend could be attributable to the fact that it was not a long weekend for many workers and students who did not have Friday as a holiday. He said there was a three day weekend in 1969.

The Executive Director said further that all construction work was halted at noon on Friday and not resumed until Tuesday morning. He said that during that period all lanes and facilities were open to traffic. He said that reports by staff members and patrolmen indicated that the traffic flow was quite normal during the period without any noticeable reduction in overall speed or any traffic stoppages due to the heavy volume of traffic.

The Executive Director said further that a total of 31 traffic accidents were experienced during the period. He said 25 of the accidents involved property damage only and seven were personal injury accidents resulting in injury to 12 persons. He said there were no fatal accidents during the period. He said that in one accident occurring Saturday evening a driver of a passenger car apparently put his foot on the accelerator instead of the brake upon approaching the front of the Commodore Perry Service Plaza building. He said the car struck a parked vehicle, driving it through the window to the left of the entrance and on into the lobby. He said there were no injuries.

The Executive Director reported also that although very heavy volumes of traffic leaving the turnpike for Cedar Point at the Sandusky-Norwalk Interchange No. 7 had not yet been experienced, sizeable volumes of traffic were handled over the opening day (May 23) weekend

and the Memorial Day weekend without any delay. He said that experience was quite the opposite of the experience of nearly each weekend in 1969 when the traffic backed up on SR US250 blocking the exit from the turnpike.

The Executive Director said further that the relief from congestion at the exit was attributable to the cooperation and action program of the police officials of the local jurisdictions affected by Cedar Point traffic, officials of Cedar Point, the Ohio State Highway Patrol and the Ohio Turnpike. He said that at the insistence of the commanders of the Castalia Post on the turnpike and the Bay Bridge Post, both of the Highway Patrol, the officials of Cedar Point called a meeting October 9, 1969 attended by law-enforcement representatives from Cedar Point, Sandusky, Huron, Perkins Township, Erie County and the Highway Patrol to discuss the traffic problem of the area. He said that at that meeting a committee including Captain M. L. Stansbery, commander of the Turnpike District of the Highway Patrol, was formed to study the situation and make recommendations for the control and regulation of traffic in the area for the 1970 season.

The Executive Director said further that the committee met on a number of occasions during the winter and at a session on May 12, 1970 presented their recommendations for an action program. He said that by invitation the Ohio Turnpike was represented at that meeting by the Deputy Executive Director, the Director of Operations and the Superintendent of Traffic & Safety. He said the group adopted the program to begin with the opening at Cedar Point on May 23 as follows:

1. Police officers of the various jurisdictions would be assigned to critical points within their areas of responsibility on all high-volume days -- generally Saturdays, Sundays and holidays.
2. Adequate radio communications would be available for all jurisdictions so that each might be aware of unusual situations and actions taken.
3. Cedar Point officials would convert the two-lane bi-directional Cedar Point causeway to one-way only entering the park when the entering traffic was too great for the single lane and traffic began to back up.
4. The Highway Patrol with the assistance of local police would direct traffic over alternate routes to Cedar Point whenever Route 250 became saturated or blocked for any cause. The alternates would include Huron-Avery Road to the north and State Route 13 to the south.

5. Another meeting of the group would be held on June 9 to assess the traffic experience to that date.

The Executive Director said further that the Ohio Turnpike for its part would take all available measures to speed the flow of traffic through the interchange and on to Route 250. He said the cooperation shown to date by all agencies concerned with the traffic condition in the area and with their primary goal to prevent Route 250 from becoming choked with traffic held promise that the major backups experienced in 1969 would not be repeated.

The Executive Director reported also that currently there were 13 construction contracts in progress, ranging from 25 percent to 98 percent complete, and one other contract for which final papers were being processed.

The Executive Director said further that the five pavement repair and resurfacing contracts currently in progress ranged from 40 percent to 85 percent complete. He said work on three of those contracts was progressing satisfactorily and should be completed by July 1. He said work on the other two contracts was slightly behind schedule; however, it was not too late for each contractor, by bringing in additional equipment, to complete on schedule. He said three of the four landscape development projects were complete except for maintenance of the plantings during the next six months, and the fourth project was within five percent of being complete.

The Executive Director said further that the contract for the pavement repair, modification, and resurfacing of parking areas and driveways at Middle Ridge and Vermilion Valley Service Plazas was about 75 percent complete. He said some delay had been experienced because of base failure in several areas of the parking lots necessitating removal and replacement of base material and construction of underdrain facilities.

The Executive Director said further that the Commercial Gas Boiler and Heating Company - contractor for furnishing hot water heaters at Great Lakes and Towpath Service Plazas - continued to be in difficulty with respect to completion of contract. He said the contractor was initially delayed because of manufacturing difficulties and further delayed because of the truck strike halting shipment. He said additional delay had been introduced because the units delivered would not satisfy the specifications in all respects and the contractor's plumbers were on strike. The Chief Engineer was endeavoring to make modifications to expedite the operation of the heaters and was using Commission maintenance men to perform the plumbing work.

The Executive Director said further that work on all other contracts was currently on schedule.

The Chairman said that in the absence of questions 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. Chastang, as follows:

RESOLUTION NO. 21-1970

"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 May 5, 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 May 5, 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, Chastang, Redman, Masheter, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 21-1970.

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

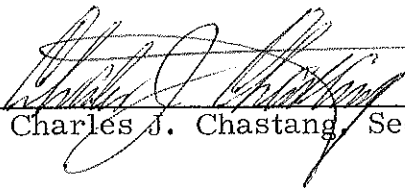
meeting adjourn until the Commission's regular meeting date at 11:00 A. M. on July 7, 1970 at 139 East Gay Street, Columbus, Ohio. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 3:11 P. M.

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



Charles J. Chastang, Secretary-Treasurer