

MINUTES OF THE ONE HUNDRED TWENTY-FIFTH MEETING  
May 15, 1958

Pursuant to bylaws, the Ohio Turnpike Commission met in regular session in the Departments of State Building in Columbus, Ohio at 1:30 p. m. on May 15, 1958 with the key members of its staff, representatives of the Consulting Engineers, of the Trustee, of the Auditor of State, the Secretary to the Governor, members 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: Chastang, Beightler, Teagarden, Shocknessy.

Absent: Director of Highways. The Secretary to the Governor represented the Director of Highways.

The Chairman announced that a quorum was present.

A motion was made by General Beightler, seconded by Mr. Teagarden, that the minutes for the meeting of April 1, 1958 which had been examined by the Members of the Commission 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: Beightler, Teagarden, Chastang, Shocknessy.

Nays: None.

The Chairman declared the motion carried.

The Chairman reported that since the last meeting he and the Director of Information and Research had attended the opening of the Calumet Skyway Bridge in Chicago on April 16.

The Chairman reported further that apparently the Commission's revenue for the month of May would be well in excess of that of May of 1957 and that the probabilities were that the number of vehicles would exceed that of May 1957. He said if the traffic would hold up, the Commission would continue to have greater income in 1958 than in 1957. He said the Commission's April experience indicated that the negative impact upon its traffic for the first three months of 1958 was due more to the severity

of the weather than to economics. He said the Ohio Turnpike so far had indicated it was ahead of the economy. He said the reason for that was that the turnpike was still in the process of integration with the transportation system.

The Chairman reported he had an article from the New York Times of May 11, 1958 written by Joseph C. Ingraham in which Ingraham said, in part "Also rejected for the interstate system as competitive with toll routes, according to the United States Bureau of Public Roads, " were highways in Florida, and Maine and New Jersey and "In Ohio, between Norwalk and Youngstown, which would have been competitive with the Ohio Turnpike". He said the Bureau of Public Roads had taken a position which was inevitable. The Secretary to the Governor said the Ohio Department of Highways had received a letter from the Bureau of Public Roads several months before which said that Route Ohio 18 from Youngstown to Norwalk officially was on the federal interstate system. He said he thought it would be found that the Federal Highway Administrator had said there would be no wasteful duplication of facilities. He said the Department of Highways had had no notice of rejection of Route 18 for the interstate system.

The Chairman reported further that expenses during the month of April, 1958 were \$25,000 less than during the month of April of 1957. He said that also during April it became apparent that funds would be available by October, 1958 to permit the paving of the service plazas as recommended by the Consulting Engineers and as always contemplated.

The Chairman reported further that a statement made by Dun & Bradstreet, Inc. in their regular traffic and revenue report dated April 30, 1958 had given him some concern. He said that on page 18 under the title "Traffic and Revenue Trends, Major Vehicular Toll Facilities, Comparative Debt Service Requirements on 14 Turnpikes" there was shown a debt service requirement per mile, per day of \$178 and earnings per mile per day of \$170 for the Ohio Turnpike. He said the computation was certainly misleading and that he had addressed a letter to Dun & Bradstreet, Inc. under date of May 15, 1958 as follows:

"May 15, 1958

"Dun & Bradstreet, Inc.  
99 Church Street  
New York, New York

"Dear Sirs:

"Your report dated April 30, 1958 entitled "Traffic

and Revenue Trends, Major Vehicular Toll Facilities" has been received. With particular reference to the Ohio Turnpike (figures appearing on pages 17 and 18) you have used the amount of average annual debt service requirements and made comparison between average debt service requirements per mile per day and average earnings per mile per day for 1957 only. We believe the use of the average for 36 years as to debt against average as to earnings for 1957 only is at least misleading.

"It is unnecessarily disturbing to your subscribers who may own various turnpike bonds when you show a deficiency in earnings by comparing requirements when the earnings figures you use are based on 1957 only while requirements figures you use are the average over the term of the bonds.

"Yours very truly,

"James W. Shocknessy  
"Chairman

"cc: The Honorable C. William O'Neill, Governor  
"Members of Commission  
"Executive Director  
"General Counsel  
"Souire, Sanders and Dempsey  
"Ohio National Bank  
"The First National City Bank of New York  
"Blyth & Co., Inc.  
"B. J. Van Ingen & Co., Inc.  
"The Ohio Company"

The Chairman said the computation ignored totally all growth factors and that he had written the letter just to keep the record straight.

The Chairman said the Commission had had some discussion over a period of years with the Trustee with respect to income which the Commission might expect to receive from funds which the Trustee had on hand from time to time. He said that at the end of 1957 in his year-end statement he had mentioned that at that time the Commission had \$6,000,000 on hand for the payment of interest in June of 1958. He said the Commission currently was possessed in the custody of the Trustee of approximately \$10,000,000. He said Commission representatives had had some very interesting and so far satisfactory discussions with the Trustee with respect to income which the Commission might expect to receive from the

funds which the Trustee would have on hand over the ensuing years. He said it had not been readily determinable prior to January of 1958 or certainly prior to January of 1957 what the expectations might be but that currently a reasonable view of the future could be had. The Chairman said he hoped that before the Commission should meet again an understanding with the Trustee would have been effected which would establish a pattern which would be followed and would determine the amount of income the Commission might expect to receive from funds in the hands of the Trustee. He said the Commission had had a most productive experience on the investment of the construction fund by the Co-Trustee, The First National City Bank of New York, and that he had no doubt the Commission would have an equally satisfactory experience with the investment of funds by the Trustee.

The Chairman said that in the absence of questions the report of the Chairman would be recorded as offered.

The Assistant Secretary-Treasurer reported for the Secretary-Treasurer that since the last meeting the following had been sent to all Members:

1. Financial Reports as of March 31, 1958 and April 30, 1958.
2. Traffic and Revenue Reports for March 1958 and April, 1958.
3. Detail of investment transactions for April, 1958.
4. Budget Report, First Quarter of 1958.
5. Draft of the minutes of the April 1, 1958 meeting.
6. Auditors' Report for period ending March 31, 1958.

The Assistant Secretary-Treasurer reported further that operating expenses in April 1958 were \$25,000 below the same month of 1957. He said that for the first quarter of 1958 expenses had been 1.7% over budget. He said that at the end of the first four months expenses were 2.5% under the budget. He said those figures did not include the restaurant operation expense for which no budget had been provided.

The Assistant Secretary-Treasurer reported further that toll tickets used prior to the first of 1958 had been sold as scrap and considerable space had been made available for better use. He said it was planned to dispose of used toll tickets semi-annually, perhaps in October for the first half and in April for the last half each year.

The Assistant Secretary-Treasurer reported further that effective May 1 a new procedure had been put into effect for the handling of house trailers ten feet wide and not over sixty feet long. He said that theretofore such vehicles had to stop at entrance to complete a special hauling permit form. He said the new procedure applied at Westgate Terminal and Maumee-Toledo Interchange where most entrances occurred and combined the toll and the special hauling permit fee on one card. He said the procedure saved about twelve minutes for each vehicle and reduced radio traffic. He said the procedure appeared to be working out well.

In response to a question by General Beightler, the Assistant Secretary-Treasurer said the reduction in expenses during the month of April was due to the more moderate weather and that the higher expenses in January, February and March had been due to the more severe weather in the several months.

The Chairman said that in the absence of further questions the report was accepted as offered.

The Chairman of the Committee on Service Plazas, General Beightler, reported that all three restaurant operators had made similar requests for increases in pricing in restaurants on the turnpike. He said there had been no overall or blanket increase in charges for various types of meals since the turnpike was opened. He said there had been some increases in individual items. He said he had not yet received copies of the requests. He said the requests would be given consideration by the Committee.

The Executive Director reported further for the Committee on Service Plazas that the requests had been individually presented and that they were not all in the same amount nor for the same items. He said the staff was gathering information and hoped to have basic information concerning the requested increases in the hands of the Committee on Service Plazas within several days, and in the hands of the Members at the same time. He said the requests concerned price increases on some controlled items, some portion changes, and some changes in specifications. He said there were items on the menus of the operators which were uncontrolled and could go up or down in price without any action on the part of the Commission.

The Executive Director reported further that only occasional complaints with respect to operation of the restaurants were being received. He said the number of complaints was far fewer than the Commission had been receiving the previous year. He said the restaurants were much better than they had been a year previous.

The Chairman said that in the absence of further questions the report of the Committee on Service Plazas as offered by General Beightler and supplemented by the Executive Director would be accepted.

The Chairman of the Committee on Budget and Finance, Mr. Chastang, said the Chairman had given in essence the Committee's report with respect to the moneys on deposit with the Trustee.

Mr. Chastang reported further he had written to the Executive Director and asked him to make a study of the insurance the Commission then had in force. He said he had had in mind primarily that if there was any opportunity to save money by changing the Commission's method of buying insurance, the Commission should take advantage of it or at least should consider it. He said the letter, copies of which had been sent to the Chairman, to Mr. Teagarden, to General Beightler and to the Secretary to the Governor, read as follows:

"May 6, 1958

"Mr. C. W. Hartford  
Executive Director, Ohio Turnpike Commission  
8080 Prospect Road  
Berea, Ohio

"Dear Mr. Hartford:

"I am interested in knowing more about the various types or kinds of insurance coverage purchased by the Commission and now in force and should appreciate it if, at your convenience, you would furnish me with information as follows: (a) the kind or type of insurance purchased; (b) the premiums paid for coverage; (c) the names and addresses of the companies writing such insurance; (d) names and addresses of the insurance agents who represented the issuing companies in negotiation with the Commission; (e) the number and kind of claims made by the Commission for loss covered by insurance, and (f) the amount of money received in satisfaction of each claim.

"Very truly yours

/s/ "Charles J. Chastang

"CJC/rh

"cc: Mr. James W. Shocknessy  
Mr. O. L. Teagarden  
Major General Robert S. Beightler  
Mr. Charles M. Noble"

Mr. Chastang said that when the information was forthcoming the Commission could consider the whole subject of insurance and insurance coverage to determine any advantage in changing the mode of writing insurance.

Mr. Chastang reported further he intended to visit the headquarters at Berea the following week and confer with the Executive Director and with the Comptroller for the purpose of analyzing various methods of operation to determine if there were any avenues of savings that could be introduced.

The Chairman said that in the absence of any questions the report of the Chairman of the Committee on Budget and Finance would be received and accepted as offered.

The Chairman of the Committee on Claims, Mr. Teagarden, said he had no report. The Chairman said that everything he saw with respect to the progress of the Committee on Claims was encouraging. He said the Commission had gotten a good distance on claims and could be very well pleased with the results that far.

The General Counsel reported that only one case involving the Commission had been filed since April 1, 1958. He reported further that the case in which the Commission sought to abate the nuisance created by the raising of hogs on a farm adjacent to Tiffin River Service Plaza had been argued in the Court of Appeals on May 6.

The Chairman thanked the General Counsel for his report.

The Consulting Engineers reported it had started on the annual inspection required by the terms of the Trust Agreement the previous week. He said the inspection entailed complete personal physical inspection of all elements of the toll road: buildings, sewer treatment, water treatment, pavement, drainage, the entire road.

The Chairman said the report of the Consulting Engineers was accepted as offered.

The Executive Director reported that bids had been opened May 9, 1958 for the purchase of 42 new patrol cars and the sale or trade of 42 cars of which 34 were from the existing turnpike patrol fleet and eight were from the staff fleet of cars. He said bids had been taken for (a) the purchase of 42 sedan passenger 1958 cars for police use with a trade of 42 used sedan cars; (b) purchase of 42 sedan passenger 1958 cars without trade, and (c) the purchase by bidder of 42 used sedan passenger cars.

The Executive Director said the low bidder under proposal (a) was Spitzer Motors of Elyria, Inc. which offered 1958 model Plymouth 8-cylinder sedans for a net price of \$42,434. He said the low bidder under proposal (b) was the Downtown Chevrolet Company of Cleveland, Ohio which offered 1958 model Chevrolet 8-cylinder sedans for a price of \$68,424.72. He said the high bidder under proposal (c) was Spitzer Motors of Elyria, Inc. for \$25,450. The Executive Director said also the lowest bid under any circumstances or combination of circumstances was that of Spitzer Motors of Elyria, Inc. under proposal (a) for the furnishing of Plymouth cars. He said that in addition to being the lowest bid by dollar comparison, the bid of Spitzer Motors provided for a 25,000-mile guarantee of parts and labor for the replacement of any engine which should become inoperative by reason of valve failure, cam shaft failure or crankshaft break or for any torque converter, transmission or differential failure. He said the bid, in addition, provided for the replacement of any unserviceable components of the engine with the exception of carburetors, generators, and a few minor items such as spark plugs, oil filters, etc. that might fail during the first 25,000 miles. He said guarantees offered by the other bidders were the standard 4,000-mile or 90-day guarantee with the exception that one bidder offered to replace defective parts, except tires, for 12,000 miles or 12 months.

The Executive Director said also that action on bids opened on March 19, 1958 for the leasing of patrol cars had been deferred pending further study of the merits of leasing versus owning of patrol vehicles. He said members of the staff had conferred with members of the Ohio State Highway Patrol and particularly with Captain E. P. Webb, general headquarters staff officer in charge of procurement, supplies and equipment. He said a tentative proposal had been made by the Highway Patrol for furnishing cars for the Turnpike Patrol fleet at an initial rental of 7.2¢ per mile with the rate to be adjusted periodically to a rate determined by actual operational costs. He said the proposal contemplated that the Commission would furnish, install, remove and maintain radio equipment. He said that inasmuch as the quotation of a cost of 7.2¢ a mile was temporary until such time as costs could be determined through experience, it could not be accepted as being a firm figure. He said it was difficult to see how the experience of the Highway Patrol would differ from that of the Commission; that it might result in a more expensive operation because the Highway Patrol had practically all its repair work done at commercial garages while the Commission performed practically all its repair work with its own forces.

The Executive Director said also that the staff had developed costs for owning and operating the fleet of Dodge Turnpike Patrol cars from the period from March 1, 1957 to March 1, 1958 and had concluded from those



figures that it was more economical to lease patrol cars than to own and maintain them. He said that in the event the Commission determined it was to its best interest to lease cars, then it was further recommended that the Commission award the purchase of 42 used passenger sedans to Spitzer Motors of Elyria, Inc. at its bid of \$25,450.

The Executive Director said also that his recommendation to the Commission at its meeting on April 1, 1958 was that the Commission lease Plymouth patrol cars from Spitzer Leasing, Inc. of Elyria at its low bid of \$209 per vehicle per month.

The Deputy Executive Director said that to the rental figure of \$209 per car per month there must be added a sum which would represent the Commission's costs for transfer of radios, lights, sirens, etc. since the proposal provided for replacement of cars at 30,000 miles and thus would require one extra transfer of all equipment per year. He said the total cost for renting therefore would be \$213.51 per car per month exclusive of gasoline.

The Deputy Executive Director said also that with respect to purchasing patrol cars the annual replacement cost based upon the bids reported by the Executive Director would be \$84.19 per car per month. He said that to that amount must be added charges for certain services such as oil change, lubrication, washing, tires, etc. which would amount to \$82.25 per month. He said that during the period between March 1, 1957 and March 1, 1958 the Commission spent on repair work alone \$203.81 per patrol car per month. He said the total cost to the Commission of owning and operating patrol cars during that period therefore had been \$370.25 per car per month exclusive of gasoline.

General Beightler said he had done some studying on the question since the last meeting and had made a comparison which indicated the Commission would save between \$30,000 and \$40,000 in leasing patrol cars over the purchase of patrol cars, assuming that the Commission would recapture through reduction of payroll approximately \$27,000 of the total of \$55,571 which it spent for labor in 1957.

A resolution awarding automobile lease agreement was moved for adoption by General Beightler, seconded by Mr. Teagarden, as follows:

Resolution No. 4- 1958

"WHEREAS the Commission has advertised pursuant to law for bids for the performance of a lease of automobiles to the Commission, such invitation for bids being designated Invitation No. 253;

"WHEREAS such advertisements have been duly published and proof of publication received;

"WHEREAS there are before this meeting forms of contract documents for the aforesaid lease; to wit, Forms of Notice to Bidders, Proposal, Affidavit, Terms and Conditions of Bidding, Addendum, Automobile Lease Agreement, and Bond;

"WHEREAS bids for the performance of said contract were received and have been duly opened and read as provided in the published notice for said bids and said bids are before this meeting;

"WHEREAS said bids have been analyzed by the Commission's consulting engineer, executive director, and general counsel, who have reported thereon to the Commission with respect to said analysis;

"WHEREAS the Commission has fully explored and analyzed the relative cost of purchasing and maintaining similar automobiles and other pertinent considerations, and has determined that it is in the best interest of the Commission to enter into a lease agreement in accordance with the terms of its Invitation No. 253; and

"WHEREAS the Commission has given due and full consideration to the bids received and to the qualifications of the bidders to perform the contract for which they submitted their respective bids;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission hereby adopts and ratifies the forms before it at this meeting of the aforesaid contract documents;

"FURTHER RESOLVED that the bid of Spitzer Leasing, Inc. of Elyria, Ohio for the leasing to the Commission of Plymouth automobiles be, and the same hereby is, determined to be the lowest and best bid received, and is accepted; and

"FURTHER RESOLVED that the chairman and the executive director, or either of them, hereby is authorized to execute a lease agreement with the said successful bidder in the form heretofore prescribed pursuant to the aforesaid bid, and to take any and all action necessary or proper to carry out the terms of said bid and said contract."

The Chairman asked the Consulting Engineers to advise the Commission what its recommendation was. Mr. Fred S. Cresswell, representing the Consulting Engineers, said the Consulting Engineers still stood on

its recommendation in its letter addressed to the Commission under date of March 28, 1958 which read in part:

"In view of the very considerable monetary savings to the Commission, we recommend that an award be made for leasing the automobiles for use by the Patrol.

"We recommend further, that the award be made to Spitzer Leasing, Inc. for the Plymouth 2-door sedan 1958 at rental cost per vehicle per month of \$209.00 as the lowest and best bid. "

Mr. Cresswell said the recommendation of March 28, 1958 applied to the resolution offered by General Beightler.

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

Ayes: Beightler, Teagarden, Chastang, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted. The resolution was identified as No. 4-1958.

The Executive Director reported further the Comptroller had received two checks from the sale of personal property as follows:

a. - from Flickinger, Inc., in the amount of \$976.80 as payment for used tires.

b. - from Niles Scrap Iron and Metal Company in the amount of \$432.80 for used toll tickets theretofore stored at the Canfield Maintenance Building. He said that check had been based on an estimated weight and that when actual weight had been determined a refund of \$34.62 had been made to the company. He said the two checks had been deposited to the credit of the revenue fund and he recommended approval of that disposition of the proceeds.

The Executive Director said also that one check was on hand awaiting deposit. He said it was from Acme Waste Products, Inc. in the amount of \$3704.99 as payment for 65,575 tons of used toll tickets theretofore stored at the Berea Office. He recommended that the check be deposited to the credit of the revenue fund.

A resolution rejecting bids for purchase of patrol vehicles and

awarding contract for sale of certain Commission owned vehicles was moved for adoption by Mr. Teagarden, seconded by General Beightler, as follows:

Resolution No. 5-1958

"WHEREAS the Commission has duly advertised according to law for bids upon a contract for the sale to the Commission of 42 new 1958 model passenger cars for highway police use and acceptance in trade of 42 used sedan passenger cars, which proposed contract has been designated Contract No. 266A;

"WHEREAS the Commission has advertised in like manner for bids upon a contract for the purchase by the Commission of 42 such vehicles, which proposed contract has been designated Contract No. 266B;

"WHEREAS the Commission has also advertised in like manner for bids upon a contract for the sale to the Bidder of the 42 used sedan passenger automobiles hereinabove mentioned, such proposed contract being designated Contract No. 266C;

"WHEREAS Contracts No. 266B and 266C are, taken together, alternates to proposed Contract No. 266A;

"WHEREAS proof of the publication of such advertisement is before this meeting;

"WHEREAS a total of sixteen proposals for the several contracts aforesaid have been received from eight Bidders in response to the aforesaid advertisement, which bids are before this meeting;

"WHEREAS said bids have been analyzed by the Commission's consulting engineer, executive director, deputy executive director and general counsel who have reported thereon to the Commission with respect to said analysis;

"WHEREAS the Commission has fully explored and analyzed the relative cost of purchasing and maintaining similar automobiles as opposed to the rental thereof, and has determined on this basis and of other pertinent considerations, that it is in the best interest of the Commission to lease patrol vehicles, and therefore to make no award of either of Contracts No. 266A or 266B; and

"WHEREAS the bid of Spitzer Motors of Elyria, Inc. in the total price of \$25,450.00 for the purchase of the Commission's automobiles

offered for sale, pursuant to Invitation No. 266C is, with one exception, the only bid for the purchase of said automobiles and is determined to be the highest and best bid therefor;

"NOW, THEREFORE, BE IT

"RESOLVED that the bids heretofore received pursuant to Invitation No. 266 (A and B) for the purchase of automobiles by the Commission, including the bids for the trading in of the Commission's vehicles, be and the same hereby are, rejected, and that the executive director is hereby authorized and instructed to return all bid security relating to them to the Bidders for such contracts; and

"FURTHER RESOLVED that the bid of Spitzer Motors of Elyria, Inc. upon Contract No. 266C, for the purchase of the Commission's automobiles for the total sum of \$25,450.00, be and the same hereby is, accepted, and the Commission's executive director is hereby authorized (1) to execute a contract in the form contained in the bidding documents, pursuant to the proposal of said company for Contract No. 266C; (2) to return to the other Bidder for said contract its bid security submitted in connection therewith; and (3) to do any and all things necessary to carry out the terms of said bid and of said contract.

The Chairman said money received from the sale of the vehicles should go in the construction fund. He said that was where the money came from. The Executive Director said he was going to recommend that the money go in the construction fund. The Chairman said that with the understanding of the Commission, the money would go in the construction fund."

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

Ayes: Teagarden, Beightler, Chastang, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted. The resolution was identified as No. 5-1958.

The Executive Director reported further that ultimate plans for the pavement at the service plazas included a 3-course asphaltic pavement of two 3-inch base courses at T-33 and one 1-1/2 inch finish course of T-35, concrete islands for parking curbs and sidewalks and parking lot lighting. He said the original construction included one 3-inch, T-33

asphaltic base course over the entire plaza with the exception of service roads and the second 3-inch, T-33 base course over those areas used by trucks. He said none of the T-35 top course had been constructed nor had the concrete islands and lighting been constructed. The Executive Director said the first annual report of the Consulting Engineers, dated September 28, 1956 included a recommendation that the Commission deposit in the Reserve Maintenance Fund, as funds became available, the amount of \$1,378,000 to accomplish the initial phase of the completion of the service plaza pavements. He said it currently appeared that the deposit of \$1,378,000 would be made to the Reserve Maintenance Fund during September and October of 1958.

The Executive Director said also that the estimate of \$1,378,000 included the surface course for the entire areas and the access roads, a reduced program for concrete islands, and the completion of the parking lot lighting. He said it did not include the second base course for that area which received only one base course. He said the initial estimate for total completion of the areas was \$2,200,000. He said the preparation of plans and estimates of costs would determine the actual amount of work that could be accomplished with \$1,378,000.

The Executive Director said the condition of the pavement was such that protection must be provided to preserve the existing investment in pavement if it were to survive another winter. He said that to accomplish the work during 1958 would necessitate the farming out of the survey work, preparation of plans and supervision of construction. He said it was planned to divide the 16 areas into four sections and engage the services of four contracting engineering firms to do the work. He said the Commission had commitments from four firms that each could provide the services required on one of four sections but that agreement had not been reached with any of the firms for the actual doing of the work nor for the fee for services.

The Executive Director said it was hoped that plans could be available early in July and that advertising of construction contracts could be done soon thereafter and that construction could start immediately following Labor Day and be completed by November 15.

The Executive Director said he and the Chief Engineer and Mr. J. M. Worthington of the Consulting Engineers had inspected the pavement in seven service plazas and believed that some deviation from the original plan would produce a better drainage plan and a more stable pavement. He said final conclusions in that regard must await surveys to determine feasibility of plan changes and the cost thereof. He said it was deemed advisable also to make an alteration to the approach to

Glacier Hills Service Plaza. He said that by reason of a summit at the grade line of the approach road the sight distance was less than desirable and some difficulty was experienced by patrons in entering the plaza area. He said a remedy of the situation would be nominal in cost.

The Executive Director said also that a number of areas of weakness in the existing service plaza pavement had been noted. He said it was planned to correct those areas with the Commission's forces during the summer. He said some perimeter drainage was required by the construction of modified drainage ditches. He said it was planned to do that work with Commission forces. He said that following an inspection of several of the plazas the previous Wednesday by Mr. Cresswell and Mr. G. Joseph Hudert and Mr. Worthington of the Consulting Engineers and the Chief Engineer and himself it had been tentatively agreed, pending further study, that the second course of T-33 was not necessary on the automobile parking lot but was necessary on the approach road leading to the gasoline station pumps by reason of the existing condition of the approach road and also because that road must serve trucks during the paving of the remainder of the plaza. He said approximately one-half of the area beyond the gasoline pumps which was designated on the plans as the truck parking area already had two courses of T-33 and it was deemed advisable to put the other course of T-33 on the remainder of that area. He said it was not planned to do any work on the service roads.

General Beightler said he was a little more afraid of the approach roads, particularly the truck lanes, than of the automobile parking areas. The Executive Director said there had been numerous failures in the approach roads and that those roads had all been repaired to a higher standard than that to which they were originally built. He said wherever a failure occurred the road had been repaired and was currently stable. He said the Commission had spent a great deal of money on the repair of the truck run-around roads at each plaza.

General Beightler said that, if the Commission had only a certain amount of money to accomplish the service plaza paving, what paving could be done should be done right and the rest of the work could be let go until 1959. Mr. Cresswell of the Consulting Engineers said the work was going to be done right. The Chairman said a decision could be made at the time the plans and specifications would be brought before the Commission.

The Executive Director reported further that the settlement of the roadway across the peat swamp area at milepost 15.5 continued to be a problem. He said settlement had been progressive since the opening of the turnpike to traffic. He said each time the pavement had

settled an amount sufficient to warrant correction it had been mudjacked to provide a proper and safe traveling surface. He said the east-bound pavement, which had experienced a settlement to a lesser degree than the west-bound pavement, had been mudjacked and the berm raised with asphaltic concrete during the weeks of April 18 and April 25 of 1958. He said the pavement was in good shape and should not become a serious problem. He said there was an apparent dip in the west-bound pavement and evidence of continuing movement. He said it was expected that movement would continue for a number of years but at a diminishing rate. He said that currently there were numerous cracks in the pavement resulting from uneven settlement and mudjacking operations. He said that because of that condition of the pavement and the thickness of material under the pavement from previous mudjacking operations, mudjacking was becoming increasingly difficult. He said that should the rate of subsidence decrease, as was currently anticipated, during the summer months ahead it was planned to replace the existing pavement with a heavily reinforced concrete slab so that future corrections could be made without causing distress to the pavement.

The Executive Director said also a condition similar to that at milepost 15.5 existed in the west-bound pavement just east of the Streetsboro Interchange. He said the greatest settlement in that area occurred several years previous and settlement since then had been of little importance. He said several slabs of pavement were badly broken and must be replaced. He said that at a conference at the site on the previous Wednesday attended by representatives of the Consulting Engineers and the Chief Engineer and himself it had been determined, after an inspection of the area and observing traffic behavior, that temporary measures consisting of the repair of one large crack with asphaltic concrete would be all that was necessary or desirable at that time. He said if no further settlement occurred during the summer, the broken sections of pavement would be repaired in the fall. He said the temporary repairs were completed the previous day. He said that because the settlement was located at the bifurcation of the deceleration to Interchange 13 and the west-bound pavement, temporary roadways would be required for the handling of traffic during the reconstruction period. He said any work requiring detouring traffic should be deferred until after Labor Day.

The Executive Director reported further that reports had reached the Commission's headquarters on several occasions that toll collectors had favored certain motel operators and gasoline stations by recommending specific establishments to patrons seeking accommodations or service. He said one such report had been made the previous December in the Youngstown area in connection with motels. He said



a thorough investigation of the situation had indicated that some favoritism might have been shown but that more significant was the finding that some motel operators had been soliciting favoritism from the collectors. He said the Commission had a very rigid rule that recommendations of specific establishments should not be made and that there had been very good compliance with instructions by employees and cooperation from most operators. He said the employee involved in the incident in December had received a 30-day suspension without pay and that had it been determined that he had intentionally violated regulations, he would have been dismissed. He said reports of violations of regulations of that nature were rare and the toll collection staff was to be complimented for the fine job of public relations resulting from its efforts.

The Director of Information and Research reported that representatives of the Department of Information and Research, in calling on automobile clubs and other touring agencies in northeastern United States, had been told that in 1958 the agencies were finding quite generally that people who were taking automobile trips wanted to be routed by turnpike if possible. He said he thought that that attitude by travelers reflected the fact that the New York - Chicago system of turnpikes and the general northeastern United States system of turnpikes was becoming known to the traveling public to a greater degree than previously. He said it had been pleasant to discover that the efforts inaugurated by the Department two years before and continued in 1957 to persuade touring agencies to route people further on turnpikes were bearing fruit. He said it had been found that agencies in the west were routing people to Detroit by way of Exit 5 instead of Exit 4 because the highway leading toward Detroit from Exit 5 was a better road generally, and that agencies in both the east and the west were routing people between the Ohio Turnpike and the New York Thruway by way of Warren Interchange, Exit 14, rather than routing them on and off the Ohio Turnpike in the congested Cleveland area. He said the Department's suggestion that traffic between eastern states and the St. Louis area be sent over turnpikes as far west as Valparaiso, Indiana was also taking root with clients of the touring agencies.

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

Resolution No. 6-1958

WHEREAS the executive director, deputy executive director, chief engineer, general counsel, assistant general counsel, secretary-

treasurer, assistant secretary-treasurer, comptroller, maintenance engineer, 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, 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 1, 1958, 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, Beightler, Teagarden, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted. The resolution was identified as No. 6-1958.

There being no further business to come before the Commission, a motion was made by General Beightler, 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: Beightler, Teagarden, Chastang, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 3:30 p.m.

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



Robert S. Beightler, Secretary-Treasurer