

MINUTES OF THE ONE HUNDRED AND THIRTY-THIRD MEETING
May 29, 1959

Pursuant to bylaws, the Ohio Turnpike Commission met in regular session in Hearing Room No. 3 in the Departments of State Building in Columbus, Ohio at 11:00 A.M. Eastern Standard Time on May 29, 1959 with the key members of its staff, representatives of the Consulting Engineers, of the Trustee, of the Auditor of State, 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: Teagarden, Beightler, Chastang, Preston, Shocknessy.

Absent: None.

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, 1959 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 responded to roll call. The vote was as follows:

Ayes: Chastang, Teagarden, Beightler, Preston, Shocknessy.

Nays: None.

The Chairman declared the motion carried.

The Chairman reported that since the last meeting the Commission had received from the Auditor of State the report for the examination for the year 1958. He said that on behalf of the Commission he would like to advise the Auditor of State through Mr. Raymond Bartholomew who was present that the Commission had examined the report and found it of great interest and help and was always grateful for kind words. He read an excerpt from pages 23 and 24 of the report as follows:

"Members of the Ohio Turnpike Commission have for a considerable

period of time been cognizant of the optimistic or rather unrealistic report furnished them by the traffic study engineers on earnings on which they based their decisions.

"In spite of this handicap and the unfavorable economic conditions prevailing over the past few years, the Ohio Turnpike Commission has made several toll rate adjustments, established promotional programs to induce the general public and truck lines to use the Ohio Turnpike, and have insisted that operating costs be held to a minimum in the face of rising costs. The latter being consistent with adequate safety standards and service to the traveling public."

The Chairman reported further that the Commission's revenue for the month of May, 1959 was likely to be between \$1,800,000 and \$1,900,000 to represent 1.70 times interest requirement which was especially good, 1.50 being satisfactory. He said the Comptroller had advised him before the meeting that he thought it likely the return for the year 1959 would be approximately 1.70.

The Chairman reported further that there had been a bad accident on the Ohio Turnpike during the month of May, 1959 and it involved a truck and a passenger car. He said the truck belonged to a company which had a superb record for safety. He said the Commission felt awfully bad about the whole thing. He said he had written to the Ohio Trucking Association asking for help in the investigation and the Managing Director of the Association, Mr. Ellis S. Perlman, had visited him and told him the Association was investigating the whole thing. He said the accidents on the turnpike had invariably been human failure. He said there was certainly nothing that the engineers could have avoided by their design. He said human beings being human beings they could not help being inattentive, it seemed, at times and they couldn't help getting sleepy. He said he was sure inattention and sleepiness were the two greatest hazards causing accidents on the turnpike.

Mr. Chastang asked whether radar was in operation on the turnpike. The Executive Director said radar was not in operation. He said the last report from the Ohio State Highway Patrol had told of a new device on the market for radar control. He said the Highway Patrol had ordered a unit which had not yet been delivered and it wanted to experiment with the unit. He said it was hoped that experimentation would be completed shortly following the supplementation of the patrol complement on the turnpike by fifteen patrolmen in July 1959 and that radar would then be put into operation. He said the new device

was a radar receiver which was an improvement over existing radar equipment and had been in production for a short while and had been observed in operation in Florida by the Highway Patrol. He said the new receiver had merit to the extent that it was possible to hide the radar unit from traffic.

The Chairman said the Chairman's report would be accepted 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, 1959 and April 30, 1959.
2. Traffic and Revenue Reports for March 1959 and April 1959.
3. Budget Report for the first quarter of 1959.
4. Draft of the minutes of the April 7, 1959 meeting.
5. Detail of investment transactions for April 1959 and May 1959.
6. Accountants' Report with respect to Construction Fund for period ending March 31, 1959.

The Assistant Secretary-Treasurer reported further that the State Auditor's report for 1958 included no "errors for correction" and was the fourth annual report that had pointed out no errors in the Commission's accounting records.

The Assistant Secretary-Treasurer reported further that the previous week was the highest week in commercial toll revenue and number of commercial vehicles since the turnpike opened. He said May 1959 had a chance of being the high month for commercial toll revenue, depending on how the Memorial Day holiday week-end might affect the truck volume.

The Chairman said that in the absence of any questions the Secretary-Treasurer's report would be received as offered.

The Executive Director reported the Commission had received the day before from the Director of Highways a letter requesting cooperation in conducting a survey on the Ohio Turnpike which the Department of Highways had in turn been requested to make by the

Bureau of Public Roads. He said the survey was a so-called Origin and Destination survey to obtain data for a study of users' evaluation of time saved and relief from traffic annoyances resulting from road improvement. He said the survey would cover that portion of the Ohio Turnpike from Toledo west. He said the Department of Highways also desired to obtain some information over and above that determined necessary by the Bureau of Public Roads and would conduct surveys at both Eastgate Terminal and Westgate Terminal. He said it was suggested that the survey be between the period August 10 to August 14, 1959. He said the material that would be obtained as a result of the survey should be very enlightening to the Commission as well as to the Department of Highways and the Bureau of Public Roads. He said he would be happy to make any arrangements that would assist the Director of Highways in making the survey.

Mr. Preston said the Department of Highways was trying to get a sampling of opinion and of ideas. He said that interference with traffic would be held to a very minimum and would be done in a manner that would not be objectionable.

The Executive Director reported further that the existing contract covering services of the Ohio State Highway Patrol on the Ohio Turnpike would expire June 30, 1959. He said the contract was the initial contract covering services for policing the entire turnpike and was dated October 1, 1955. He said there had been several modifications to the contract as originally drawn to cover situations arising out of changing circumstances. He said the first modification provided an additional radio operator because of a shortened work week resulting from the enactment of a 40-hour work week law. He said the second modification provided for the addition of a plainclothes officer to complete a district complement and for the reimbursement of the State for its increased costs of officers assigned to the Ohio Turnpike as the result of the enactment of legislation assigning new pay ranges for employees of the State of Ohio effective September 13, 1957.

The Executive Director said the Commission was negotiating with the Director of the Department of Highway Safety through the Superintendent of the Ohio State Highway Patrol for a continuation of the service and that there was substantial agreement on the form of the contract and its provisions. He said the major differences between the provisions of the new form of contract and the existing contract were the addition of 15 patrolmen to the complement for a total of 65 patrolmen and a five-year term instead of the term of three years and eight months of the existing contract. He said he had conferred with the Consulting Engineers concerning the provisions of the proposed

form of contract and he and they were in agreement in all respects. He said it would appear that all that remained to be done was to have the form of contract reviewed by the Attorney General's office and to have it signed.

The Executive Director reported further that the 15 additional patrolmen should start making their appearance on the turnpike shortly after July 1, 1959. He said some would be trained men and some new recruits. He said the trained men would come from other districts where they would be replaced by a portion of the graduating class of the Highway Patrol's training school. He said that with the institution of radar and the addition to the patrol complement the conferences the Commission had had with the Highway Patrol during the previous winter would have been made effective. He predicted that some time between July 15 and August 1, 1959 the additional 15 patrolmen should be on duty and radar should be in operation.

The Executive Director reported further that bids had been opened on April 20, 1959 for correction of pavement surface and grade line deficiencies at milepost 15 and at Interchange 13. He said only one bid was received for the work at each location. He said the Northwest Materials Company, Inc. submitted a bid of \$3,982.50 on the milepost 15 project. He said the bid was proper and reasonable and a contract had been awarded. He said the work had been completed and accepted and resulted in the expected improvement in riding qualities. He said the lone bidder on the Interchange 13 project submitted a bid of \$14,690 which was considered excessive and was rejected. He said the contract was readvertised after making some modifications to the plan by adjusting the proposed grade to eliminate the necessity of removing and replacing a portion of the existing concrete pavement. He said bids received as a result of the second advertising were opened the previous day. He said again only one bid was received and it totaled \$7,040. He said the bid was being examined and if found to be correctly submitted and responsive to the invitation an award would be made. He said it was estimated the work would require approximately two days' time.

The Executive Director reported further that the Commission's paint-stripping equipment at the time it was purchased was designed to place one line at a time on the pavement and that in placing that line the equipment straddled the location of the line being painted. He said when painting the centerline the equipment occupied a portion of both the travel lane and the passing lane, resulting in a hazardous condition. He said that in an effort to effect safety and economies and to accelerate the painting program so that it would be completed at

the earliest possible date in the spring, the Commission's staff in cooperation with the developer of the equipment designed and constructed an outrigger to accommodate two paint guns and two bead guns, permitting the equipment to apply two lines at one time and to occupy the center of a lane while doing so. He said the modified equipment was in operation and had proven successful. He said that as of the end of the day's work on the previous Wednesday there had been completed 250 miles of dashed centerline, 250 miles of inside edgeline and 199 miles of outside edgeline all between milepost zero and milepost 125. He said in addition edgelines had been completed at eight of the 15 interchanges and that parking stalls had been completed at all 16 service plazas.

The Chairman said the Executive Director's report would be accepted as received.

The Chairman of the Service Plaza Committee, General Beightler, reported that only one bid had been received for the replacement of the 14 broken thermopane windows in service plaza buildings. He said the Service Plaza Committee would discuss that bid following the meeting of the Commission. He said the bid amounted to \$5930 which was something in excess of what had been expected. He said there were 14 out of a total of 32 windows that might possibly break sometime so the Commission could expect it would cost something around \$13,000 for replacements. He said that was a rather high cost for maintenance.

The Chairman of the Service Plaza Committee reported further that the pedestal phones in the entrance lobby of each Howard Johnson restaurant had been taken out and replaced by attractive enclosed booths in the lounge area. He said the possibility of enclosing the wall phones in the entrance lobbies and placing a new type phone in the rear lobby had been discussed.

The Chairman of the Service Plaza Committee reported further that air conditioning vents in the rest rooms in the Howard Johnson restaurants had been completed by the Commission at the modest cost of about \$1,500. He said the Executive Director informed him that the installations had resulted in improvement in ventilation, temperature and odor. He said the Howard Johnson Company and also the Holiday House restaurant operators were installing automatic flush valves in the men's rooms of their respective restaurants which would also improve conditions.

The Chairman of the Service Plaza Committee reported further

that gift shops had been remodeled in the Howard Johnson restaurants and were being remodeled in the Holiday House restaurants.

The Chairman of the Service Plaza Committee reported further that business in the restaurants had shown a satisfactory increase in the first quarter of 1959 with the Howard Johnson restaurants increasing some 28-1/2%, Holiday Houses a little over 17%, and A. B. C. restaurants 16.63%.

The Chairman of the Service Plaza Committee reported further the Commission had had some objections to the operation of one of its concessionaires and had had a meeting about two months previous with representatives of that concessionaire. He said he had a report from the Commission's Supervisor of Service Plazas to the effect that very favorable progress had been made since that meeting in the way of betterments in the operation and in physical improvements that had been made and were being made in the several restaurants involved.

The Chairman said the report of the Committee on Service Plazas offered by General Beightler as chairman would be accepted as offered.

The Chairman of the Committee on Budget and Finance, Mr. Chastang, said he had no report except to say it was obvious the Commission was \$13,000 out of budget. He said he did not begrudge it if the Commission was sure the expenditure would fix the thermopane windows in the service plaza buildings. General Beightler said the \$13,000 figure was based on the assumption that all the windows were going to break eventually but not necessarily during 1959. He said the expenditure for 1959 possibly would amount to \$6,000. He said only one window had broken in the previous 12 months period.

The Chairman said the report of the Chairman of the Committee on Budget and Finance would be received as offered.

The Chairman of the Committee on Claims, Mr. Teagarden, said the last claim under consideration by the Claims Committee had been removed from its jurisdiction since the last meeting. He said he thought it would be in order that the Committee on Claims be discharged. The Chairman said the Committee still had to stay and advise the General Counsel and others with respect to offered settlements made in matters in litigation. He said Mr. Teagarden had had a good committee and that Mr. Teagarden had been a superb Chairman. He said the Chairman of the Committee on Service Plazas was certainly a dedicated man and the Chairman of the Committee on Claims had been also. He said the Chairman of the Committee on Budget and Finance had been a watchdog so he thought the Committee Chairmen had all been very well chosen

and should continue. He said all Members of the Commission were willing to help anybody but the prime responsibility was very well husbanded in every instance.

The Chairman said the report of the Committee on Claims was accepted as offered. He said on behalf of the Commission he congratulated the Chairman of the Committee on the manner in which he had headed the Committee and for the success it had obtained in the disposing of claims. He said he hoped the Chairman and the Committee would be available to advise General Counsel and others with respect to offers of settlement which were bound to arise in the matters in litigation. Mr. Teagarden thanked the Chairman. He said the Committee would be very glad to be of service when called upon.

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

Resolution No. 7-1959

"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 7, 1959, 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, Beightler, Chastang, Preston, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted. The resolution was identified as No. 7-1959.

A resolution cancelling regular meeting for June 1959 was moved

for adoption by General Beightler, seconded by Mr. Teagarden, as follows:

Resolution No. 8-1959

"RESOLVED that the regular meeting for June 1959 be cancelled and that, unless a special meeting be required, the next meeting be held on the regular meeting date at Berea, Ohio on July 7, 1959 or otherwise as provided by the by-laws."

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

Ayes: Beightler, Teagarden, Preston, Chastang, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted. The resolution was identified as No. 8-1959.

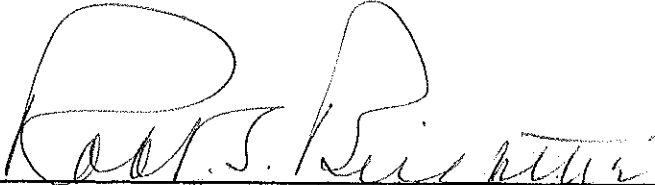
There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Preston, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

Ayes: Chastang, Preston, Teagarden, Beightler, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:00 noon.

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


Robert S. Beightler, Secretary-Treasurer