

MINUTES OF THE ONE HUNDRED AND FIFTY-THIRD MEETING  
January 30, 1962

Pursuant to call of the Chairman, the Ohio Turnpike Commission met in special session in Room 907 of the Ohio Departments Building in Columbus, Ohio at 11:00 A.M. Eastern Standard Time on January 30, 1962 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: Chastang, Beightler, Teagarden, Preston, Shocknessy.

Absent: None.

The Chairman announced that a quorum was present. He said the meeting was a special meeting convened pursuant to the notice issued under the authority of the bylaws and would suffice as the meeting for January 1962 and probably as the meeting for February 1962.

A motion was made by General Beightler, seconded by Mr. Teagarden, that the minutes for the meeting of December 12, 1961 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: Beightler, Teagarden, Preston, Chastang, Shocknessy.

Nays: None.

The Chairman declared the minutes stood adopted as corrected with all Members voting in the affirmative.

The Chairman reported that the estimated revenue from operation of the Ohio Turnpike for January was \$1,524,000 which exceeded January of 1961 by a hundred and thirty-two thousand dollars and even exceeded January of 1960 by \$6,000. He said the margins suggested that the economy was responding and the turnpike reflected it.

The Chairman reported further that the Commission had a letter from State Senator Harry E. Schwall of Wauseon, Ohio asking that the Commission alter its policy with respect to billboards. He said the letter needed no comment beyond the reply that the Executive Assistant to the Chairman had made on behalf of the Chairman to Senator Schwall under date of January 17, 1962. He said the reply merely recited the policy of the Commission as stated in the past. He said the interesting thing about it was that Senator Schwall was a member of the General Assembly which itself had the job of restricting legislation with respect to billposts. He said that the Toledo Blade of January 12, 1962 had an editorial on the same subject on the Commission's side.

The Chairman reported further that the Director of Public Accommodations of the Ohio Civil Rights Commission had written to the Commission for information with respect to its policy on nondiscriminatory practices. The Chairman reported further that the Deputy Executive Director had sent letters to the restaurant concessionaires on the turnpike asking them to cooperate with the Department of Defense in the matter of surveys of buildings that might provide space for fallout shelters.

The Chairman said that in the absence of questions or comments the report of the Chairman would be accepted as offered. He said the report of the Secretary-Treasurer would be received.

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

1. Accountants' Report, Summary of Rentals Reported by Restaurant Operators for the period from October 1, 1960 through September 30, 1961.
2. Traffic and Revenue Report for December 1961.
3. Financial Reports as of November 30 and December 31, 1961.
4. Detail of investment transactions for December 1961.
5. Auditors' Report for the period ending December 31, 1961.
6. Cost and Budget Report for the year 1961.

7. Report on Concessionaires for the year 1961.
8. Draft of the minutes for the December 12, 1961 meeting.

The Assistant Secretary-Treasurer reported further that the International Business Machines computer which had been ordered pursuant to a letter to the Members under date of February 29, 1960 and the Members subsequent approval had been received. He said that during the almost two years of study and planning for the equipment it had been considered appropriate and in the best interests of the Commission to make certain changes in the program to facilitate processing of toll tickets. He said one change involved exchanging a sorter for a new model with a different feed mechanism. He said the other changes involved accessories on the equipment. He said the result of the changes would be an addition of \$101 to the monthly rental cost for equipment.

The Assistant Secretary-Treasurer reported further that a resolution had been prepared increasing the limit on the monthly rental within which the Comptroller had authority to make replacements or additions and the resolution was recommended by the Comptroller for favorable consideration.

The Chairman said the report of the Secretary-Treasurer would be accepted as offered.

A resolution authorizing and directing Comptroller to replace and add to units installed under contract TA-1 while limiting total monthly rental payments under the contract to \$3,950.00 was moved for adoption by General Beightler, seconded by Mr. Teagarden, as follows:

Resolution No. 1-1962

"WHEREAS the Commission, having advertised for bids according to law for Contract TA-1 for the furnishing by lease, installation and maintenance at the Commission's central office of toll-audit equipment comprising a toll-audit system for a period of ten years, thereafter, pursuant to Resolution No. 154-1954, entered into a certain contract under date of October 28, 1954 with International Business Machines Corporation to furnish and deliver materials and to do and perform all work and other services under the said contract with the Commission referred to as Contract TA-1, which said contract since said date has been continuously in effect;

"WHEREAS the total monthly rental bid of International Business Machines Corporation provided that the Commission should pay for the suggested quantities of equipment and services, on the basis of unit rentals the sum of \$3,695.00 per month, and the Commission pursuant to the terms of the lease agreement subsequently, by Resolution No. 2-1960, authorized the replacement of one or more units theretofore installed under the contract while limiting total monthly payments thereunder to \$3,800.00;

"WHEREAS by SP-14 of the said contract relating to increase in quantities of equipment it is specifically provided in part as follows:

'SP 14    INCREASE OR DECREASE IN QUANTITIES OF EQUIPMENT

If the Comptroller determines that, due to an unexpected increase in traffic on Ohio Turnpike Project No. 1, or for any other reason, additional equipment is required to better effect the results and produce the reports required of the toll-audit system, he may order an increase in the number of units furnished under the Contract and the Contractor will be paid an additional sum for each additional unit of equipment installed.'

"WHEREAS the comptroller has determined, pursuant to said SP-14 last hereinabove quoted and otherwise, that replacements and additional equipment are required in order better to effect the results and produce the reports required of the toll-audit system, and that the additional cost of such units presently contemplated would increase the monthly payments under the contract to an amount somewhat in excess of the monthly rental payments originally called for under Contract TA-1 as amended by the Commission's Resolution No. 2-1960 limiting total monthly rental payments to \$3,800.00; and

"WHEREAS the comptroller has recommended to the Commission that replacements and additional equipment be acquired despite the fact that an increase in total monthly rental payments under the contract during the balance of the term of said contract presently expiring September 20, 1965 would be required and the Commission, as result of the report and recommendation of the comptroller, is satisfied to approve such replacements and additional equipment during the life of the contract, so long as the monthly rental payments during the balance of the term of the contract shall not exceed \$3,950.00 per month;

"NOW, THEREFORE, BE IT

"RESOLVED that the comptroller be, and he hereby is, authorized, during the remainder of the term of Contract TA-1, to order an increase in the units furnished under the contract when, in his opinion, replacements or additions will better effect the results and reports required of the toll-audit system, provided, however, that the monthly payments required by virtue of any such equipment shall not, without prior approval of the Commission, cause subsequent monthly rental payments under Contract TA-1 to exceed \$3,950.00 per month."

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 with all Members voting in the affirmative. The resolution was identified as No. 1-1962.

The Chairman said the report of the Committee on Service Plazas would be received.

The chairman of the Committee on Service Plazas, General Beightler, reported that he had received from the Executive Director an estimate for expanding the rest rooms at one service plaza. He said the estimate was \$65,000, including the architects' and engineers' fees. He said it seemed to him the cost was rather high for one service plaza. He said he wondered whether changes could be made that might lower the cost. The Executive Director said the cost did appear high but there had not yet been opportunity to thoroughly digest the plan for the expansion. He said either the cost might be reduced or, failing that, more might be obtained for the same price. General Beightler said the expansion would involve a considerable investment by the Commission. He said the matter should be explored further but at the same time it must be recognized that time was somewhat of the essence and if anything was to be accomplished before the summer season it would have to be undertaken very promptly. He said he had not had time to digest the plans for the proposed expansion and therefore could not make any serious comment on it.

The Chairman said that in the summer time especially sizeable portions of the people stopped at the service plazas for reason of the sanitary facilities as much or more than for food. He said he had been wondering if the burden of the service plaza could be eased by having comfort conveniences in between service plazas, which are

thirty miles or better apart. The Executive Director said some consideration had been given to that possibility. He said the construction cost of that type of facility was substantial because of the acceleration and deceleration lanes which would be required. The Director of Highways said the roadside service facilities on Interstate Route 71 in Ohio had the normal acceleration and deceleration roads referred to by the Executive Director and that they were the greatest expense of such installations. The Chairman said that if sanitary facilities were spotted in between service plazas the Commission would probably save money on having to build additional service plazas. He said he was not convinced that a million-and-a-half-dollar expenditure was justified for increasing the number of service plazas. Mr. Chastang said he thought the existing facilities ought to be enlarged. He said the Commission ought to find some way of having pay facilities. General Beightler said he was inclined to agree with Mr. Chastang. He said that to have sanitary facilities between service plazas would be at considerable cost for acceleration and deceleration lanes and for disposal plants. General Beightler said also that another and rather important consideration was that in-between sanitary facilities would discourage patronage at the service plazas in gasoline and food. The Director of Highways said he thought the Chairman's idea an excellent one. He said the need was for either additional facilities at existing locations or additional facilities at different locations. He said that obviously the solution should be justified by the requirements of traffic. He said he thought that rather than a disproportionate arrangement of sanitary facilities in relation to other facilities, such as parking, at a given location it would be highly desirable to do the expanding at new locations. The Director of Highways said also it had been the experience of the Ohio Department of Highways that the cost of deceleration and acceleration lanes and of the maintenance and even the policing of such in-between sanitary facilities had been quite an item. He said lights had been installed at wayside rest areas on almost an emergency basis. He said he thought in-between locations, if they could be selected in places where the necessary utilities were available and if they were installed with lights and adequate deceleration and acceleration lanes, would provide a more desirable additional service perhaps than a large expansion of sanitary facilities in connection with existing locations. The Director of Highways said also they would serve the purpose for those who did not want to stop at service plazas for other services. He suggested it would be worth the effort to make a study of locations where additional facilities were needed and examine in more detail the possible locations for intermediate stations and the desirable design and operation of them. Mr. Teagarden said he would favor the enlargement of present facilities

because of their overhead situation. He said it would be taken care of by the same people. He said he was in favor of at least a part of the sanitary facilities being pay facilities but that some of them should be non-pay facilities. The Chairman said there was no doubt that any additional sanitary facilities could be pay facilities.

The Chairman said the only thing he was disturbed about was his belief the Commission had a duty that was greater than to make money. He said also he thought the Commission had to make money but also had to give service and he was not convinced that service wasn't a little bit below what it might be. General Beightler said he had the same idea. He said the suggestion of in-between facilities was one that ought to be considered.

The Chairman said the report of the Committee on Service Plazas would be accepted as offered. He said the report of the Executive Director would be received.

The Executive Director reported that the Commission had received a preliminary proposal for the construction of a novel commercial radio station to serve the travellers on the Indiana Toll Road, Ohio Turnpike and Pennsylvania Turnpike. He said copies of the proposal had been supplied to the Members. He said the radio station was planned to broadcast on a standard frequency already assigned by the Federal Communications Commission and all operations would be subject to the rules and regulations of that Commission in the same manner and to the same degree as were other commercial stations. He said the station was novel in that its range would be only approximately 150 feet. He said that to provide service with that limited range it would be necessary to lay a cable in the median divider of all three toll roads to be used as a transmitting antenna. He said the cable would be stapled to the ground. The Executive Director said also that the proposal stated that the programs would be designed to keep the traveler awake and alert and safety conscious, and that they would include messages on news, weather, road conditions and safety, with much of the other-than-entertainment material being furnished by the toll road authorities. He said the station would be supported by national advertising with eight thirty-second advertisements per hour. He said a portion of the revenue derived from the operation of the station would be returned to the toll road authorities on a per-mile-of-highway ratio in payment for the permission to lay the cable in the highway right of way. He said it was claimed that type of station would have advantages over the usual type of station in that the patron could set his dial on the assigned frequency and never need adjust it to compensate for varying

signal strength for his entire trip on the toll roads. The Executive Director said advantages to the authorities in addition to revenue would be the availability of a medium to reach the traveler with road condition reports and safety messages, and for traffic control in an emergency. He said the toll road authorities would not have any investment in the station, and revenues derived from its operation would be all profit to them. He said there would be some disadvantages in maintenance of the highway since the cable would be stapled to the top of the ground but that did not appear to be serious. He said the staff would not wish to spend time in developing the preliminary proposal further unless the Commission expressed some interest in the scheme.

The Chairman said he thought the Commission would be derelict if it did not explore the matter further. Mr. Chastang, General Beightler and Mr. Teagaden concurred. The Director of Highways said the whole subject of induction radio on turnpikes and expressways was one that was coming more and more in focus. He said the Department of Highways was preparing to do some experimental work with induction radio on an experimental section on Interstate Route 71. He said the idea appeared to have many advantages. The Chairman said he would be inclined to give the idea a great deal of thought and consideration. He said the motorist could be urged when he came on the toll road to turn his radio to the station and keep it there so he would be advised as to all conditions. He said one of the problems the Commission had always was the motorist being out of communication as far as the Commission was concerned once he came on the highway. He said the Commission had nothing to do with him until he left the highway unless he sought something of the Commission or unless he encountered the Ohio State Highway Patrol. He said also that from a safety standpoint he was willing to think about anything that would keep people awake and keep them from killing themselves. The Director of Highways suggested that discussion of the idea include the possibility of placing the antenna just under the surface of the ground. He said that would work. He suggested also that the possibility of cutting the antenna into sections, which would mean different circuitries, be considered. He said cutting the antenna in sections would make it possible for the staff to address itself to a given section of the turnpike in case of trouble. He said that would be highly desirable.

The Executive Director reported further that when the Commission adopted procedures for operating the turnpike it had not expected the number of special hauling permits for oversize vehicles would ever approach the magnitude experienced in 1961 when 26,949 special hauling



permits were issued, resulting in revenues, excepting tolls, of over \$312,000. He said that was double the number of permits issued in 1957 and 4,880 more than were issued in 1960. He said it appeared there would be further growth. The Executive Director said also that the Commission's initial procedures for permit issuance were adequate for expected permit volumes but were burdensome and cumbersome for existing volumes. He said as volumes had increased over the years some adjustments had been made in the procedures to handle the increase but there was again need of improvement to handle not only the existing problems but anticipated increased volumes. He said that over the past several months the staff had directed its efforts toward further improvements and currently was developing a procedure whereby permits could be issued by the use of a special toll ticket. He said the use of such a ticket would accommodate about 95 percent of the applications for overdimensional vehicle permits. He said the tickets could be issued at the entrance plaza with minimum delay and without radio traffic. He said time saved in toll collection and by applicants for permits would be substantial.

The Executive Director said also that the initial procedure involved an expensive form and required approximately 10 minutes to prepare each permit. He said that because of the time required and the expense involved an issuing fee of \$2.00 had been established. He said that fee was in addition to the tolls that were determined by the gross weight and to the charges for overwidth or overlength which were one cent per mile per foot of overlength and two cents per mile per foot of overwidth. He said that because the new procedure would eliminate the expensive form and reduce the time required in issuing the permit the staff felt the \$2.00 issuing fee could no longer be justified and that the fee should be reduced to \$1.00. He said that on the basis of the number of permits issued in 1961 a reduction in issuing fee from \$2.00 to \$1.00 would result in a reduction in revenue of about \$25,600 a year. He said the reduction would be offset in part by the reduction in cost of issuing the permit through the elimination of the expensive form and use of extra call-out collectors to handle the known surges in applications for permits and, to a greater degree, by an expected increase in that type of traffic.

The Executive Director said also that of the 26,949 permits issued in 1961 about 7,700 were for ordinary semi-trailer outfits exceeding 50 feet in length. He said that generally those outfits were between 50 and 53 feet in length and traveled both the Pennsylvania Turnpike and the Indiana Toll Road without having to obtain special permits. He said that because that type of vehicle required special

permission to travel the Ohio Turnpike its use of the Ohio Turnpike under permit procedures was limited to daylight operation from Monday morning to Saturday noon. The Executive Director said also because of increasing volumes and an effort to spread that traffic over the 24 hour day and eliminate the surges occurring in the early morning hours the restriction of use was lifted on June 16, 1961 and immediately there was an upsurge in volumes of overlength semi-trailer traffic. He said that in the last six months of 1961 a total of 5,874 permits, or more than triple the number issued in the first six months, were issued. He said that because of the tremendous growth in only six months it could be assumed that it was economically advantageous to the trucking industry to use greater length units and that the use would show further growth in the future. He said that how much that increased use would amount to was not known but that it could easily offset the entire reduction in revenues resulting from the reduction of the issuing fee from \$2.00 to \$1.00, especially if tolls resulting from induced traffic were considered. He said the \$2.00 issuing fee and the long form of permit would still be retained for use in processing the five percent of applications that could not be accommodated by the use of a toll ticket type of permit. He said the modification in permit procedures would be a great improvement and would become effective on April 1, 1962 unless the Commission had some objection.

In response to a request for the opinion of the Consulting Engineers on the matter, the Resident Engineer of the Consulting Engineers said it appeared that there was an even chance the Commission would not lose any money on the reduction of permit fees. He said the new permit ticket would save time on the extra call-out toll collectors, and from the indications of the way traffic had improved it looked as though at the end of the year's time the Commission might make out about even. He said that by use of the new permit system handling of traffic where there had been congestion would be facilitated. He said that was important. He said entrance traffic had been slowed down by the issuing of permits.

A long discussion indicated doubt on the part of all the Members of the Commission that the reduction in the permit fee was justified, particularly since service to the user would be enhanced by use of the new permit ticket. The Members questioned the possibility of making up the loss in revenue resulting from reduction of the permit fee through increased traffic. The Chairman summarized the discussion by saying that it did not appear there was any reason to change the amount of the permit fee and if there were a reason the Commission would take it up at another time. He said the matter would be tabled.

The Executive Director reported further that over the past four years the Commission had furnished cars for the use of the Highway Patrol on the turnpike through two leasing contracts and through two different contractors. He said it was believed that both contractors lost substantial sums in the operation. He said that initially the first contractor bid \$217.00 per car per month, and at the end of the contract period bid \$327.00 per car per month for the second contract but its bid was not low and the award of the second contract was made to the current contractor at \$265.00 per car per month. He said also it was a conclusion of the staff that inexperienced leasing agencies failed to recognize fully the many differences between turnpike operations and ordinary operations when submitting bids and the result was a contractual responsibility to perform a service at a loss. He said that because the contractor made an effort to mitigate the loss the service had suffered so that in connection with the current contract it had been necessary to impose a downtime penalty of 618 car days up to December 31, 1961. He said those were days when a car was out of service over and above the five days of out-of-service time permitted for each car each month under the contract. The Executive Director said also that in an effort to upgrade the operation the Director of the Ohio Department of Highway Safety had been asked to explore the merits and possibilities of the Department of Highway Safety furnishing cars on a cost per mile basis. He said the Director was receptive to the proposal and on January 6, 1962 members of the staff conferred with the Superintendent of the Highway Patrol with the result that the Highway Patrol was giving its attention to the possibility. He said no problems of a serious nature had yet appeared. He said the experience of the Highway Patrol in operating its fleet of cars should contribute to an improved service on the turnpike.

The Chairman said that in the absence of further questions the report of the Executive Director would be accepted as offered. The Chairman ascertained that there would be no reports from the Committee on Budget and Finance, the Committee on Claims, the Director of Highways, the General Counsel, the Consulting Engineers, or the Director of Information and Research.

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

Resolution No. 2-1962

"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 December 12, 1961, 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 December 12, 1961, 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, Beightler, Preston, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted with all Members voting in the affirmative. The resolution was identified as No. 2-1962.


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

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:15 P.M.

Approved as a correct transcript of the  
proceedings of the Ohio Turnpike Com-  
mission

  
Robert S. Beightler, Secretary-Treasurer