

MINUTES OF THE ONE HUNDRED AND FIFTY-SIXTH MEETING
May 1, 1962

Pursuant to bylaws, the Ohio Turnpike Commission met in regular open session in its offices at Berea, Ohio at 10:00 A. M., eastern standard time on May 1, 1962, with the key members of its staff, representatives of the Consulting Engineers, 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; Winter, Preston, Teagarden, Shocknessy.

Absent: Chastang.

The Chairman announced that a quorum was present. He said Mr. Chastang was in a trial in Cleveland and could not leave it to be present at the meeting.

A motion was made by Mr. Preston, seconded by Mr. Winter, that the minutes for the meeting of April 3, 1962 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: Preston, Winter, Teagarden, Shocknessy.

Nays: None.

The Chairman declared the minutes stood adopted with the four Members present voting in the affirmative.

The Chairman took note of the fact that the day was Law Day U. S. A. He said he did so not only as a lawyer but as Chairman of the Commission. He said that as Member and Chairman of the Commission from its inception he paid special tribute to the law because, as all Members knew and all the staff knew, as the General Counsel, the Assistant General Counsel and the Consulting Engineers especially knew, as certainly the Executive Director and all his predecessors knew, and as the public knew, the sub base of the Ohio Turnpike was law books. He asked that

the record show that he had paid tribute to Law Day on behalf of the Commission. He asked also that the Secretary advise the president of the Ohio State Bar Association that such was done at a meeting of the Commission on Law Day U. S. A. 1962.

The Chairman reported that for the first time in the history of the Commission it had an April when its income exceeded \$2, 000, 000. He said it beat the best preceding April the Commission had had by \$105, 000. He said the first week in April set an all-time record in commercial revenue of \$182, 000.

The Chairman reported also that immediately after the meeting the Members and staff were going to the Howard Johnson's restaurant at the Great Lakes Service Plaza to see the new cafeteria in operation.

The Chairman said it had been brought to his attention by Mr. Wilson Hirschfeld of the Plain Dealer the previous day that there was a most offensive odor emanating from the pig pens adjacent to the Tiffin River Service Plaza on April 27, 1962. He said he had told Mr. Hirschfeld the matter would be looked into, and he requested the Executive Director to do so.

The Chairman said that in the absence of any question 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. Traffic and Revenue Report for March 1962.
2. Financial Report as of March 31, 1962.
3. Cost and Budget Report, First Quarter 1962.
4. Draft of the minutes for the April 3, 1962 meeting.
5. Detail of investment transactions for April 1962.

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

The Executive Director reported that the week commencing

May 14 was National Police Week and in connection therewith District 10 of the Ohio State Highway Patrol would have a display in the lobby of the Berea headquarters. He said he had asked the Commander of District 10 if he might not be willing to bring the display to the meeting so the Members would have an opportunity to see it. He asked the Commander of District 10, Lieutenant W. E. Timberlake, if he would briefly discuss the material in the display. He said that most of the material had to do with enforcement and most of it was carried in each patrol car.

Lieutenant Timberlake said the display included all of the equipment of an emergency nature carried in patrol cars and some of the articles for specialized uses such as the civilian-defense radioactive monitoring equipment kept at each turnpike patrol post and fingerprint kits and blue-light kits used in investigations. He pointed out the power fire weapons and ammunition, and the emergency equipment such as axe, crowbar, and oxygen for use in cases of heart conditions.

Lieutenant Timberlake said also that the Highway Patrol on the turnpike had other equipment available to it including a porto-power unit at each maintenance building for use in extricating victims from wrecked vehicles, radar equipment, and aircraft which were made available on occasion by the headquarters of the Highway Patrol for enforcement of speed regulations and location of disabled vehicles. He said it was his personal opinion that the equipment that had been provided for use of the Highway Patrol by the Commission was entirely satisfactory. He said he had no recommendations for any change.

In response to a question Lieutenant Timberlake said that each patrol car on the turnpike carried a shot gun, a rifle, a fire extinguisher, oxygen, rope, axe, crowbar, four-point lug wrench, six flares, chain, camera, first aid kit, ammunition, flash light and raincoat.

The Chairman said it was reassuring to know that the equipment was on hand. He said he would take the occasion to say again that the record of the Highway Patrol on the Ohio Turnpike was one of the brightest of records that had been established on the turnpike. He said the Commission got more compliments about the conduct and courtesy of the members of the Highway Patrol and of toll collectors than it did about anybody else. He said two groups of people that met the public most were the Highway Patrol people, who met the public generally in trouble, and the toll collectors who met everybody in due course, and both had done a great deal to bring credit on the Commission and upon the turnpike project. He said he could not compliment the Highway Patrol too highly about it. The Chairman said also that he would like to take notice not only of Law Day U.S.A. but to take notice of National

Police Week and to extend to Lieutenant Timberlake as representing all police agencies the congratulations of the Commission on the excellent work that had been done by the Highway Patrol especially and by police officers generally in maintaining standards of conduct on the Ohio Turnpike. He said he accordingly would ask the Secretary to advise the Superintendent of the Highway Patrol and the Director of Highway Safety that tribute had been paid by the Commission to the Highway Patrol and to police officers at the meeting and that special recognition was given by the Commission to the Highway Patrol for the contribution not only in maintaining standards of conduct and enforcing rules of safety but in good, wholesome public relations. He thanked Lieutenant Timberlake for the presentation.

Lieutenant Timberlake thanked the Chairman for his remarks. He said he was glad to say that the Highway Patrol had enjoyed the finest relationship with the Commission and the Commission's staff that could be possible. The Chairman said the relationship had just been excellent. He said there was something wonderful in the way everybody worked well together. He said the Commission never had had anything but good, wholesome relations between the Highway Patrol officers and the Commission's staff.

The Executive Director reported further that at the meeting of April 3, 1962 he reported to the Commission concerning a conference held in Berea on March 16, 1962 with representatives of the Indiana Toll Road Commission and Communications Development Company, Inc. and furnished copies of the minutes of that conference. He said that he also had advised that as a result of that conference the Commission had been furnished a draft of franchise or agreement to serve as a basis for further consideration of the proposal of Communications Development Company, Inc. to install and operate a commercial radio to serve the patrons of the Ohio Turnpike. The Executive Director said that since that time there had been several significant happenings in connection with the project. He said the Indiana Toll Road Commission at its meeting on April 25, 1962 negotiated a contract with Indiana Roadar, Inc. a subsidiary of Communications Development Company, Inc., for the construction and operation of a commercial radio to serve the patrons of the Indiana Toll Road. He said the Ohio Turnpike Commission had been furnished a copy of that contract and that it conformed substantially with the suggested terms and conditions for a franchise agreement included in the presentation made at the conference on March 16. He said also that there had been incorporated under the laws of the state of Ohio a subsidiary corporation of Communications Development Company, Inc., named Ohio Roadar, Inc., the specific

function of which was to construct and operate roadside radio stations in Ohio. He said the name "Roadar" was a contraction of the words "road audio reception". The Executive Director said also that on April 26, 1962 he and the General Counsel and the Assistant General Counsel conferred in Berea with Robert J. Campbell, the president and general manager, and James C. Courtney, Jr., the secretary, of Communications Development Company, Inc. He said Mr. Campbell and Mr. Courtney were particularly interested in learning if there was anything they should be doing to further their proposal and if there was anything the Commission needed in addition to what it had to enable it to come to some conclusions with respect to their proposal. He said Mr. Campbell and Mr. Courtney were informed that it appeared the Commission could not legally negotiate the type of contract being considered, and that, should the Commission desire to proceed with the plan, specifications for the work to be done and the services to be performed must be prepared and bids taken. He said that while that requirement did not defeat the project, it did produce complications. The Chairman said he would not stand for any tailor-made specifications. The Executive Director replied that the specifications would not be tailor-made. He said any contract awarded would be that which was to the best interests of the public. He said also that as quickly as the specifications were drafted a summary would be prepared of the benefits of roadside radio and furnished to the Members for their consideration.

The Executive Director reported further that Governor Michael V. Di Salle had proclaimed the period of May 1 to June 30, 1962, inclusive, as Voluntary Vehicle Safety Check months. He said that in connection therewith safety checks would be made on the Ohio Turnpike by District 10 of the Highway Patrol. He said the checks would be made at toll plazas at three different locations daily. He said each check was scheduled to last a minimum of two hours at each location.

The Executive Director reported further that because most buildings on the Ohio Turnpike were located in rural areas the staff was ever mindful of the danger and possibility of a major fire and of the type of protection available at each location. He said that although the buildings were basically fireproof their contents and equipment were not. He said that periodically all buildings were inspected by experts who brought to the attention of the staff any hazards that might be eliminated and made recommendations for improvement in protection. He said the most recent inspection was made late in 1961 and the report and recommendations had been recently received. He said he was happy to report the inspectors found no major hazards but did make

some recommendations for improved protection. He said that as a result of consideration of the recommendations for improved protection by the staff and by the Consulting Engineers, the staff had developed a program for improved protection which included the installation of two outside fire hydrants at each service plaza served by municipal water sources. He said the service plazas were Oak Openings and Fallen Timbers, served by Swanton; Middle Ridge and Vermilion Valley, served by Amherst; and Great Lakes and Towpath served by Broadview Heights, which in turn was served by the City of Cleveland. He said the other service plazas were served by wells, and the supplies of water were not adequate to serve fire hydrants to the extent that hydrants would provide any substantial improvement in protection. He said also that there was under consideration the installation of wall-mounted fire hose cabinets in all the service buildings and that a survey of the requirements involved was being made. He said it appeared there was a need of four such installations in each building. He said the increased protection would improve the Commission's risk rating and produce some savings in insurance premiums.

The Chairman said that in the absence of any questions the report of the Executive Director was accepted as offered. He said the report of the Committee on Service Plazas would be received.

The Executive Director reported for the Chairman of the Committee on Service Plazas, Mr. Teagarden, that on Thursday, April 19, 1962 at about 4:00 P. M. the cafeteria at Great Lakes Service Plaza was opened for business. He said the formal opening of the cafeteria was the day of the meeting. He said the service plazas on the Ohio Turnpike had not been designed to accommodate a cafeteria line so that a great deal of ingenuity had to be exercised in designing and servicing a cafeteria without doing violence to the building at Great Lakes Plazas. He said the only permanent alterations to the building were the cutting of a hole in the floor to permit the various utility lines to be brought from the basement into the cafeteria line, and the fastening of the grill-work separator posts to the ceiling. He said that most of the credit for the planning, designing and lay-out of the cafeteria operation belonged to the Commission's Supervisor of Service Plazas, Mr. William R. Anders. He said Mr. Anders' experience in having owned and operated a cafeteria for a number of years contributed immensely to the development of an idea into a reality. He said that operations to date indicated the cafeteria was well received by patrons and reduced substantially the time required to obtain and eat a meal. He said it was especially helpful in handling bus patronage.

The Executive Director reported further for the Committee on

Service Plazas that plans for the expansion for rest-room facilities at service plazas were being completed by the architect. He said the expansion presented an especially difficult problem in that the building design was not conducive to it. He said estimates of costs exceeded expectations. He said the staff believed it finally had a plan that would provide the best service-to-cost ratio. He said that, although the architect had not yet submitted any estimate of cost, the cost probably would be somewhere between \$50,000 and \$60,000 per installation. He said that as soon as the plans and estimates were available the Committee on Service Plazas would need to review the over-all problem to determine the Committee's recommendation as to the plazas to undergo expansion in 1962. He said the number of plazas could be as few as one and as many as three.

The Chairman said that in the absence of any questions the report of the Committee on Service Plazas would be accepted as offered. The Chairman ascertained that there would be no reports from the Committee on Budget and Finance or from the Committee on Claims. He said the report of the General Counsel would be received.

The General Counsel reported that in the case of S. J. Groves & Sons Company versus the Ohio Turnpike Commission Judge Frank L. Kloeb of the United States District Court, Northern District, Western Division, had signed a journal entry on April 24, 1962. He said he had received a certified copy of the entry that morning. He said the judge accepted the journal entry prepared by the Commission's counsel. He said counsel on both sides submitted entries.

The General Counsel reported further that probably within the week all signatures necessary to the settlement in the case of Johnson-Greene Company and Sargent Construction Co., Joint Venture, versus the Ohio Turnpike Commission would be at hand.

The Chairman said the General Counsel had some marvelous accomplishments in his record the last few months. The General Counsel responded that he had very good associates.

The Chairman said that in the absence of any questions the report of the General Counsel would be accepted as offered. He ascertained that there would be no reports by the Consulting Engineers or by the Director of Information and Research.

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

Resolution No. 8-1962

"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 April 3, 1962, 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 3, 1962, hereby are ratified, approved, and confirmed."

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

Ayes: Teagarden, Winter, Preston, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted with the four Members present voting in the affirmative.

The resolution was identified as No. 8-1962.

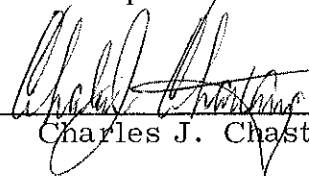
There being no further business to come before the Commission, a motion was made by Mr. Winter, seconded by Mr. Preston, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Winter, Preston, Teagarden, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 10:55 A. M., eastern standard time.

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



Charles J. Chastang, Secretary-Treasurer