

MINUTES OF THE ONE HUNDRED AND FIFTY-EIGHTH MEETING
August 7, 1962

Pursuant to bylaws, the Ohio Turnpike Commission met in regular session in Room 907 of the Ohio Departments Building, Columbus, Ohio at 11:00 A.M., Eastern Standard Time, on August 7, 1962 with the key members of the staff, representatives of the Consulting Engineers, of the Trustee, of the Auditor of State, members of the press, a representative of The Ohio Association of Broadcasters, 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, Chastang, Teagarden, 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 June 26, 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 responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the minutes stood adopted.

The Chairman reported that one of the most interesting things experienced since last meeting was that the revenue for July 1962 was likely to be about \$3, 050, 000, which would be more than \$90, 000 in excess of the revenue for the same month in 1961 and would be better than any previous July and would probably be the second best month in the Commission's history, the best month to that time being August of 1960.

The Chairman reported further that since the last meeting an

additional \$725, 000 worth of Ohio Turnpike bonds had been acquired so that a total of nearly \$2, 500, 000 of bonds had been acquired in 1962. He said the Commission had acquired so far a total of \$7, 160, 000, of which \$2, 473, 000 had been acquired in 1962. He said that at that rate, retiring nearly \$2, 500, 000 to date in 1962, the Commission ought to have a very good experience on retirement by the end of the year.

The Chairman reported further that the Commission had also had a report that was quite consoling on its safety records. He said the Commission had received the report of the National Safety Council for the first six months of 1962 and the Ohio Turnpike death rate for 100 million vehicle miles was 1.3 and was the lowest of any major toll road. He said its fatal accident rate for the same period was 1.1 per 100 million vehicle miles and that rate would be second to the experience of the Garden State Parkway whose rate was 0.9. The Chairman said also that on the Commission's own records for seven months of 1962 as distinguished from the National Safety Council record which only went to six months the Ohio Turnpike had fewer fatalities than for any similar period since the whole turnpike was opened. He said that in 1956 between January and July there were nine fatalities, in 1957 eighteen, in 1958 twelve, in 1959 fourteen, in 1960 ten, in 1961 thirteen, and in 1962 six for the first seven months. He said all should pray to God that the Commission would get through the summer with a record comparable to that. He said the two things which the Commission probably was most concerned with: safety, which was included in service, and income, both showed very satisfactory prospects for the year 1962 as reflected in the experience for the first seven months.

The Chairman reported also that the second cafeteria on the turnpike had been opened at Tiffin River Service Plaza on the 27th of July. He said he was a partisan of the cafeterias because he was sure the Commission was able to give better service through the cafeterias to the public than it was able to give where the public had a total sit down service.

The Chairman reported also that he had examined the minutes of the staff conference of July 25, 1962. He congratulated the Executive Director on the breadth of the conference and on the maturity of it. He said the conference reflected a fine executive grasp and control of the project and of his job. The Executive Director thanked the Chairman.

The Chairman reported further that at the last meeting there had

been some talk principally by the Chairman about what he termed, at that time, pressure attempted to be exerted on the Commission with respect to limited-range radio service for the turnpike. He said that after that meeting Mr. Joseph Bradshaw, president of The Ohio Association of Broadcasters, came to see him and very graciously explained on behalf of the Association his and the Association's position and offered apologies if apologies were necessary for the occurrence. The Chairman said he had a very pleasant conference with Mr. Bradshaw. He said he did not tell Mr. Bradshaw anything at the conference that he had not said and that the Commission hadn't said at the table before. The Chairman thereupon introduced Mr. Bradshaw, who was present.

The Chairman said also all Members of the Commission were interested in service to the public. He said he wanted the Members to understand that he had told Mr. Bradshaw in their conference that the Commission had had information with respect to limited-range radio brought to its attention by its Executive Director and the Commission was reasonably indifferent. He said the Commission might be said to have been indifferent to the matter pending the experience which a sister Commission might have with respect to a similar service pending an evaluation by its Consulting Engineers and pending information with respect to how The Ohio Association of Broadcasters or its members might propose to accomplish the purposes which the Executive Director had in mind in the dissemination of information to travelers, and pending also information with respect to whether or not, in the event the service was required and could not be otherwise provided and it would be economically and socially feasible, the Commission itself might provide it on a non-commercial basis. He said those considerations were the considerations the Commission had had in mind with respect to the matter and it had pretty well stated them. He said the matter had been on the table.

The Chairman said also he was restating the considerations because he had stated them in somewhat the same fashion to Mr. Bradshaw when he came to see the Chairman at his office and therefore he wanted the record to show what he said to Bradshaw in his office, which was a recapitulation of what had been said at the Commission table, and which he wanted the Commission to know he said to Mr. Bradshaw in his office. He said he would advert merely to the fact that at the last meeting the Commission suggested the Consulting Engineers give a report. He said the Consulting Engineers did file a letter, generally in approval of a limited-range radio service for travelers. He said he merely mentioned that for the purpose of clearing the matter of the Consulting Engineers' making

a report as requested at the last meeting.

The Chairman said also that beyond that report the other things that would be necessary were not available to the Commission at that time. He said the experience of its sister Commission was not available. He said the matter was brought to the Commission's attention principally because a sister Commission in Indiana was considering such a service. He said the Commission did not know what The Ohio Association of Broadcasters or the members thereof might propose in lieu of a service similar to the service which its sister Commission suggested. He said the Commission did not know whether or not in the event it was economically and socially feasible and could not otherwise be provided it would be possible for the Commission to do it on a non-commercial basis. He said that because those three considerations were not available for discussion - and the matter was not on the Commission's agenda for that day - it would be his suggestion that there be no further discussion at that time. He said he would like the hysteria which surrounded the external consideration of the matter to abate before it was considered further. He said if it were agreeable with the Commission he would like to close it out for that meeting.

The other Members indicated that such a course was agreeable with them. Mr. Chastang added that he would like to consider the Consulting Engineers' letter as tentative because he was not satisfied that the Consulting Engineers had all the facts necessary to come to a final decision. The Chairman said the whole business was tentative. He said it could not be anything more. He said the only thing the Commission had that day different from the last time was the letter from the Consulting Engineers which was tentative.

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

The Secretary-Treasurer said he had no formal report except to say there was nothing new. He said the Chairman had stated the facts with respect to income and also the purchase or retirement of bonds. He said that currently the Commission was operating at just about within the budget. He said that as of June 30th, expenditures were \$136,750 under budget.

The Secretary-Treasurer reported also that, with respect to increase in revenue, the staff had done a good job in getting truck

traffic on the highway. He said it seemed to him the potential of selling fuel to those truckers had not been exhausted. He said he wondered what, if anything, could be done to increase the purchase of fuel on the turnpike. He said the last report he had seen indicated that a very small part of the fuel used by all vehicles in traveling the turnpike was purchased on the turnpike right-of-way.

The Chairman said that in the absence of any 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 time of year had arrived when attention must be directed toward the budget for maintenance and operation for 1963. He said it would be recalled that the Trust Indenture required the adoption of a preliminary budget on or before the 20th day of October and of a final budget on or before December 31st. He said the Trust Indenture also provided that the Consulting Engineers should make and deliver their report of their annual inspection of the turnpike on or before the 1st day of October and that such report would include an estimate of the cost for the proper maintenance, repair and operation of the turnpike for the ensuing fiscal year. He said that, if the Consulting Engineers were to meet the date for submission of their annual report and if the report were to include a mutually acceptable preliminary budget, the preliminary budget must be developed sufficiently in advance of the October 1 date to provide printing time for the report. The Executive Director said that accordingly it was hoped the preliminary budget could be developed prior to September 15. He said that to that end he had requested all departments to have their recommendations in the hands of the Deputy Executive Director by August 15, following which the staff would prepare its recommendations to the Budget and Finance Committee for consideration. He said that as soon as that information was developed he would get in touch with the chairman of the Committee on Budget and Finance, Mr. Chastang.

The Executive Director reported further that the providing of weather information, especially during the winter months, was a valuable service to the turnpike patrons. He said that until then that information had been provided orally by the toll collectors in response to questions by patrons and included not only road and weather conditions on the Ohio Turnpike but similar information concerning the Pennsylvania Turnpike and the Indiana Toll Road. He said there was an apparent need for that same service at the service plaza buildings but because of lack of radio connections to those buildings it had been difficult to get information to those locations in timely fashion. He

said radio facilities had been installed in the service stations at the service plazas except at Mahoning Valley and Glacier Hills plazas at the easterly end of the turnpike ; and it was hoped radio would be installed at those locations also in the near future. He said radio made it possible to furnish up to the minute weather and road condition information.

The Executive Director said also that the logical way to furnish information to the patron was through an appropriately located bulletin board. He said it was believed that bulletin boards at the toll plazas would provide a better service to the patrons upon entering the turnpike than the oral information which was given only upon request. He said that because the Superintendent of Toll Collections, the Supervisor of Service Plazas, and the Traffic and Safety Engineer would all have a part in the administration of the program, he had designated them members of a committee with the Director of Information and Research as chairman to develop the program, including the design of a bulletin board, standard wording to be used for weather and road conditions, the transmitting of the information, and the responsibility for changing the messages on the boards. He said it was the consensus of all having to do with the program that it would receive enthusiastic acceptance by turnpike patrons.

The Executive Director reported further that at each toll plaza there was a parking area outside the toll gates, provided initially and primarily for parking space for cars of the toll collectors. He said there was space in those lots for from six to ten cars. He said that at certain of the interchanges there was a demand for parking space by persons sharing the ride with others. He said those patrons were accommodated so long as there was space, then the remainder were turned away. He said those turned away were most unhappy with their plight. The Executive Director said also that in order to determine the magnitude of the problem the staff was making a tabulation of those patrons who could not be accommodated at the various interchanges during a one-week period in August and another survey would be made for one week in September after the vacation season was over. He said the results of the surveys would be studied to determine the requirements to accommodate all patrons requesting parking permits and the cost to provide the space. He said currently there was no charge for a parking permit but the results of the study might indicate the need for a parking permit charge to amortize the cost of providing additional space.

The Executive Director reported further that the detection and reporting of disabled vehicles along the turnpike was a duty of all

employees, highway patrolmen, and disabled vehicle contractors. He said frequently there was a duplication of reporting especially if the person reporting was in the opposite roadway and noticed a raised hood or handkerchief. He said that in the event a patron left his disabled vehicle to seek aid, the vehicle might remain parked on the berm for hours, in which event it was likely that it would be reported to headquarters many times. He said all that led to duplication of effort and unnecessary radio traffic. He said also that at the staff conference on July 25 he had designated the Deputy Executive Director, the Traffic and Safety Engineer, and the Supervisor of Service Plazas as a committee to develop a card that could be hung on the door of a disabled vehicle and of sufficient size and coloring that it could be seen readily from the opposite roadway. He said the card would have blanks to be filled in by the person first detecting and reporting the disabled vehicle, noting time of detection, by whom detected and other information pertinent to the situation. He said that under consideration also was the desirability of including instructions to the patron to fill out a detachable comment card which would provide space for the patron's comments on service, and leave it with the toll collector upon exiting. He said it was believed adoption of that type of notice would lead to improved service to the patron and would provide accurate information then difficult to obtain should there be a complaint concerning services.

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

The chairman of the Service Plaza Committee, Mr. Teagarden, reported that the secretary of the Committee, Mr. John Soller, had prepared and submitted under date of July 20, 1962 a report on concessionaires for the first half of 1962. He said a copy of the report had been sent to each Member of the Commission. He said it was significant that sales in all the restaurants increased during the first half of 1962 over the first half of 1961 in percentage amounts varying from a low of 1.5 at Portage Plaza to a high of 15.2 at Fallen Timbers Plaza, the latter being accomplished with a decrease in passenger cars past the door of 1.8%. He said that although the total sales of gasoline during the first half of 1962 was slightly greater than the sales of gasoline during the first half of 1961, the gallonage sold per passenger car on the turnpike dropped from 1.15 gallons to 1.12 gallons.

The Chairman of the Service Plaza Committee reported further

that on July 27 the second cafeteria on the turnpike opened for service at Tiffin River Plaza. He said that cafeteria line differed in design from the cafeteria at Great Lakes Plaza in that it was a straight line rather than the "L" line. He said it was too soon to give an accurate appraisal of the efficiency of service provided by the straight line or to determine public acceptance of the cafeteria menu. He said Buddies Food Services, Inc., had requested permission to install a similar line in Wyandot Plaza but a decision on the request would be deferred pending sufficient experience at Tiffin River Plaza to properly evaluate the facilities there. He said also that shortly a decision be made as to whether or not approval of a change in design, menus, etc. would be given Buddies Lunch Systems, Inc. to permit it to proceed with the installation of other cafeterias. He said the Committee was pretty much in agreement that installation of cafeterias at the service plazas was going to increase greatly the efficiency in relation to giving better service to the public. He said he thought the traveling public wanted to get in and out of the restaurants as quickly as possible and not to have to wait in line for service.

The chairman of the Service Plaza Committee reported further that in the absence of any objections the contract for expansion of the rest rooms at Erie Islands Service Plaza would be advertised for receipt of bids. He said that when the Commission discussed the changes in those rest rooms some time before the cost was thought to be quite high. He said that therefore it was his opinion the Commission should be given an opportunity to make an expression concerning the bids before the contract should be awarded. He said that if the contract were awarded it was the Committee's desire to proceed immediately on a similar expansion at Vermilion Valley Service Plaza.

The Chairman said he was convinced things were getting better with respect to rest rooms on the turnpike and that the dogged fight concerning rest rooms the Commission had carried on with the operators of the restaurants had produced results.

The Chairman said the report of the chairman of the Committee on Service Plazas would be accepted as offered. With the concurrence of the other Members he said that thereafter the report of the chairman of the Committee on Budget and Finance would be consolidated with the report of the Secretary-Treasurer. He ascertained that the Director of Highways had no report to make. He said the report of the General Counsel would be received.

The General Counsel reported that he had before him a letter from the Ohio National Bank of Columbus dated Friday, August 3, 1962,

signed by Mr. Robert H. Bartholomew, Trust Officer, enclosing an affidavit, application form and surety bond presented by Carl V. Santa with reference to three \$1,000 Ohio Turnpike bonds. He said the bonds had been lost in burglary and the loss was first reported in 1959 but, as stated by the Ohio National Bank, the forms had not been completed and received by the bank until February 23, 1962. The General Counsel said he had the required bond that would protect the Commission and the bank for issuance of three new bonds with coupons dated from December 1, 1959 d.b.a.

A resolution authorizing issuance of \$3,000 of new bonds to replace bonds Nos. M 182906, M 182907, and M 182908 was moved for adoption by Mr. Chastang, seconded by Mr. Teagarden, as follows:

Resolution No. 10 - 1962

"WHEREAS, by resolution No. 100-1954, adopted by the Commission on June 8, 1954, provision was made for the execution, authentication, and delivery of new bonds in exchange and substitution for mutilated bonds and their interest coupons, and in lieu of and in substitution for bonds destroyed or lost and their coupons, pursuant to Sec. 211 of the trust agreement relating to Turnpike Revenue Bonds, Project No. 1, and by said resolution certain requirements for execution and issuance of such new bonds and coupons were established; and

"WHEREAS, the conditions provided for in said resolution No. 100-1954 have been complied with, including the submission to the Commission of the documents required by said resolution No. 100-1954 and the terms and conditions adopted thereby, said documents including a surety bond in the amount of \$13,000.00 relating to bonds Nos. M 182906, M 182907, and M 182908, each of the denomination of \$1,000.00, with coupons dated December 1, 1959 and subsequent coupons attached and, according to the affidavit and application submitted to the Commission, belonging to Carl V. Santa;

"NOW, THEREFORE, BE IT

"RESOLVED, that the Commission hereby approved the documents submitted to it by the trustee as aforesaid and authorizes the execution, authentication, and delivery of new bonds in lieu of the aforesaid bonds pursuant to Sec. 211 of said trust agreement, and the officers of the Commission are authorized to take any and all action necessary and proper to effect the execution, authentication,

and delivery of such new bonds, and that said bonds be in definitive form with all coupons maturing subsequent to June 1, 1959, attached."

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

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

Nays: None.

The Chairman declared the resolution adopted with all Members voting in the affirmative. The resolution was identified as No. 10-1962.

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

The Chairman appointed Mr. Winter chairman of the Committee on Claims to succeed Mr. Teagarden, who had been appointed chairman of the Committee on Service Plazas following the resignation of Maj. Gen. Robt. S. Beightler, U.S.A. (Ret.) as a Member of the Commission.

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

Resolution No. 11-1962

"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 June 26, 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 June 26, 1962, 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, Winter, Preston, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted with all Members voting in the affirmative. The resolution was identified as No. 11-1962.

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.

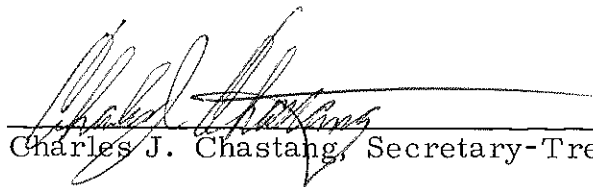
A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:05 o'clock P. M.

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


Charles J. Chastang, Secretary-Treasurer

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