

MINUTES OF THE ONE HUNDRED AND SIXTY-FOURTH MEETING
June 4, 1963

Pursuant to bylaws, the Ohio Turnpike Commission met in regular session in the conference room of the Ohio Department of Highways Building at 139 East Gay Street, Columbus, Ohio, at 11:00 A.M. eastern standard time on June 4, 1963 with the key members of the staff, the representative of the Consulting Engineer, Mr. H. A. Harnden; the representative of the Trustee, Mr. Robert H. Bartholomew; the representative of the Auditor of State, Mrs. Russel Lucas; 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: Redman, Chastang, Teagarden, Masheter, 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 16, 1963 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, Masheter, Redman, Shocknessy.

Nays: None.

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

The Chairman reported the May revenue at approximately \$2,150,000 was the best for any May to date. He said May was the twelfth month in which revenue had exceeded that of the corresponding month of previous years and that May also brought a new monthly record of approximately \$830,000 for tolls from trucks. He said the best previous month for tolls from commercial vehicles was March 1963 when the revenue was \$803,000.

The Chairman reported also that he had been advised by the Trustee that \$1,205,000 in bonds for retirement were purchased the day before. He said that together with the \$15,670,000 in bonds already retired, the Commission to date had retired \$16,875,000 of its bonds.

The Chairman reported further that over the Memorial Day holiday week-end period, which safety authorities had agreed would be considered a five-day period, there was a total of only 19 accidents on the Ohio Turnpike, five of which had property damage of less than \$100.00, eleven involved property damage of more than \$100.00, and three resulted in personal injuries involving minor injuries to four persons. He said there were no fatal accidents. He said the Commission could be proud of the record. He said the Commission's holiday record had invariably been good.

The Chairman reported further that the turnpike had been fully striped, the striping having been completed the 25th of May. He said the Executive Director and the Deputy Executive Director were to be especially congratulated about it because it required quite a lot of intensive work.

The Chairman reported also that the Committee on Service Plazas of which Mr. Teagarden was Chairman had been very busy. He said the Members had all received a copy of Mr. Teagarden's letter to the Gladioux Corporation which was self-explanatory. He directed that the letter be incorporated in the business of the meeting. The text of the letter follows:

"Oak Harbor, Ohio
May 29, 1963

"Gladioux Corporation
P. O. Box 974
Toledo 2, Ohio

"Gentlemen:

"On May 24 I visited service plazas, namely; Middle Ridge, Erie Islands, Blue Heron, Oak Openings, Indian Meadow, Tiffin River, Fallen Timbers and Wyandot. The primary reason for my visit to these plazas was to observe the sanitary conditions of the grounds, rest rooms and dining areas without making my presence known.

"At only one plaza, Fallen Timber, was it necessary that I discuss conditions with the manager, but I observed that both of the rest rooms were very untidy and to be quite frank, very dirty. Paper and napkins were strewn all over the floor in both the stalls and the main part of the rest room. The lobby had the appearance of not having been cleaned for several hours. Papers, napkins, cigarette butts were all over the floor and also around the counter where patrons were being served.

"I discussed this situation with the manager, a lady, and after talking with her could understand why such conditions existed. She was having some problems with her help and at the time I talked with her, was in conference with a representative of the labor union. She did promise, however, to take immediate steps to clean up the lobby and rest rooms. I was satisfied that she was doing the best she could under the circumstances, however, while I could understand the reason for the place being untidy, the public would not as I explained to her.

"I would like to suggest that the drapes in the lobby of the Blue Heron be cleaned as they appeared to be quite soiled.

"The manager at Oak Openings is to be complimented. Both of the rest rooms were found to be extra clean and neat, the counter area was clean and the waitresses seemed very pleasant and courteous. From all appearances everything seemed to be well organized and the management doing a very excellent job.

"The other plazas not mentioned were clean and orderly, but I am sure that if all were kept up as well as Oak Openings, we would have no complaints from the public concerning the cleanliness of the rest rooms and dining areas.

"I was quite pleased with the appearance and cleanliness of the grounds. Trash cans were prominent and I did not see any papers or waste around that needed attention. Traffic was very light and this may account for the quite satisfactory appearance of the plazas with the exception of Fallen Timber.

"Yours very truly,

"OHIO TURNPIKE COMMISSION

"O. L. Teagarden

"Vice-Chairman

"OLT/lmd

"cc to James W. Shocknessy, Chairman
Charles J. Chastang
E. C. Redman
P. E. Masheter
C. W. Hartford"

The Chairman said also he wanted to follow up the compliments initiated by Mr. Chastang at the last meeting and tell Mr. Teagarden that he was getting an excellent result. He said he knew from past experience how much burden the service plazas committee could be and how much time it took. He said he knew how disheartening it could be. He congratulated Mr. Teagarden on what he had done.

The Chairman said also that the Commission was glad to have the Executive Director, Mr. C. W. Hartford, back on duty after his illness. He said Mr. Hartford went to the hospital the afternoon after the last meeting at Berea. He thanked Mr. Hartford on behalf of the Commission for holding up that day. He said the Commission was glad Mr. Hartford was looking so good. The Chairman said also he understood that the Supervisor of Patron Services, Mr. William R. Anders, was back on duty part time after his illness. He said the Commission could be pleased about that. He directed the Assistant Secretary-Treasurer to let Mr. Anders know that the Commission thought about him, that it was glad he was back on the job, and that it hoped he would be able to keep up.

The Chairman said the Commission had taken a great deal of interest in the Interstate Route 71 program at the suggestion of the Governor and he personally had given more time to it than probably he could afford but not nearly so much as might have been required had the work not been so pleasant as it had been and had it not been so cooperatively received. The Chairman said he considered, and he thought that Governor Rhodes considered and that everybody who had anything to do with the matter considered, that the April 16 meeting in Berea was a very impressive and significant milestone not merely in the history of the Turnpike Commission, because it was only sort of a host that day, but in the development of the immemorial highway program in the State of Ohio. He said that it was said at that meeting that day by the County Engineer from Cuyahoga that if the people sitting around that table could not effect the completion of I-71, it could not be done.

The Chairman said also he could report that he had had nearly seven very exciting weeks since the 16th of April. He said he considered the weeks since the 16th of April to be among the most exciting weeks he had had on similar work, meaning the Commission's

work in the building of the turnpike, ever. The Chairman said also that when the Commission met at Berea those present addressed themselves to a number of things they thought might be done. He said he could report that the things that were discussed that day as expedients to be considered were all in effect one way or another. He said that at Berea that day he mentioned that consideration should be given to the employment of appraisers and negotiators on a contract basis and subsequently they had been hired and they were working. He said that that day the Ohio Turnpike interchange with I-71 was discussed and the Commission had recognized that its first responsibility was toward the connection between the turnpike and I-71. He said the Commission's genuine right to enter as a Commission in the I-71 project - the relationship which the I-71 project in Ohio would bear to the turnpike - was stressed at that time. The Chairman said that in a meeting held in Columbus on May 27 the J. E. Greiner Company, Consulting Engineers, presented to the Director of Highways, to the Executive Director, to the Deputy Executive Director, to the Director of Information and Research, and to him the initial suggestion with respect to the direct connection. He said the turnpike interchange was in a state of formation and he would hope that by late fall the engineering could be under way and the job could be bid so that the road would be completed into downtown Cleveland in the third quarter of 1966 as expected.

The Chairman said also that at the meeting in Berea on April 16 there was discussion about the number of persons who were likely to be displaced in the construction of I-71 and it looked like a formidable job to reach those people. He said that since that time there had been a number of conferences with the Mayor and other officials of the City of Cleveland and the City of Cleveland had done everything it could to accomplish the relocation of those people who were to be displaced as readily and conveniently as possible. He said the City of Cleveland had contracted with the state to provide the services of its relocation assistance staff, field offices were being set up, letters had gone out to those people who were being displaced, and letters were being followed by house calls. He said there was real progress.

The Chairman said also that at the meeting in Berea it was mentioned that one of the problems was the problem of reimbursement by the federal government to the state of Ohio for expenditures in acquiring right-of-way. He said that accordingly the Director of Highways wrote a letter to the Bureau of Public Roads, specifically to the Federal Highway Administrator, Mr. Rex M. Whitton, and there had been some consulting and conferring with the Bureau of Public Roads, and United States Senator Frank J. Lausche had taken an interest in the matter and

had discussed it with Mr. Whitton. He said the Director of Highways had received a letter under date of May 20, 1963 from Mr. Whitton and Mr. Whitton said:

"I have given careful consideration to your letter of May 3, relative to reimbursement for right-of-way expenditures on Interstate Route 71 in the Cleveland urban area, and I am pleased to advise that it will be satisfactory to proceed with the conversion of the six listed EI projects to regular financing under the reimbursement planning schedule and to claim reimbursement for the Federal share of the right-of-way costs incurred to date without regard to the 3-year payout period normally applicable to converted EI projects.

"The 3-year payout requirement for EI projects is being waived as a special consideration in this particular instance, in order to expedite the completion of Interstate Route 71 as discussed by Messrs. Maloney and Swick at the recent meeting with Governor Rhodes. The listing which accompanied your letter indicates right-of-way purchase costs to date of \$1,382,270 on projects EI-71-5 (15), (11), (12), (19), (14) and (10), and it is expected that the initial claim for reimbursement following conversion of these projects to regular financing will not involve acquisition costs substantially greater than this amount. Also, it should be understood that this waiver establishes no precedent with respect to reimbursements on other EI projects.

"I trust that this action will assist you in expediting the Interstate highway program in Ohio."

The Chairman said Mr. Masheter and he believed that the action taken by Mr. Whitton probably was one of the most important things that had occurred since the 16th of April.

The Chairman said also that every Monday morning there was a meeting in the conference room of the right-of-way building of the Department of Highways attended by the Governor, the Director of Highways, and by all the officials of the Highway Department who had responsibility on the project and who could be made available, and him. He said that at those meetings the conferees consulted with anybody who had an interest or who had a problem. He said consideration was given the work each person present was responsible for - his project was determined and the progress of his project was determined. He said the Monday morning meetings were very interesting and important

device in the accomplishment of the purposes which the conferees had.

The Chairman said also that meetings were held in Cincinnati and Cleveland after the meeting at Berea which were attended by the Governor and members of his staff, by the Director of Highways and his staff, by officials from the Bureau of Public Roads, by county and city officials, and by him. He said the contracting engineers and the contractors on I-71 attended the meetings held in Columbus. The Chairman said he felt that those people working on expediting I-71 had a pretty good grasp of the problems.

The Chairman said also that completion of the consent ordinances discussed at the Berea meeting was just a formality. He said the City of Cincinnati was cooperating with the acquisition of right-of-way in Hamilton County. He said that after a letter from the Director of Highways to the President of Jones & Laughlin Steel Corporation and after conference by telephone between the Governor and the President of Jones & Laughlin, a conference had been arranged to be held in Cleveland on June 5 and he would hope that within a reasonable time the problem of Jones & Laughlin would be resolved.

The Chairman said also that the "Porter plan" for the apportionment of real estate taxes on property acquired by the state which had been discussed at Berea was the subject of Senate Bill No. 216, the matter of which had subsequently become the subject of an amendment to Senate Bill No. 333. He said there was reason to hope that the "Porter plan" would become law. He said hearings were being held in the General Assembly in effectuation of the declared purpose to deal fairly with people who were displaced in the acquisition of right-of-way. He said Senate Bill 237 would permit the payment to displaced persons who were not property owners but were renters of one kind or other in buildings being acquired of certain expenses incurred. He said that Senate Bill No. 281 which was not so seriously important to the I-71 program any longer was receiving consideration in the General Assembly. He said the bill permitted the state to construct through municipalities without all the formalities that it suffered and had been suffering in the acquisition of right-of-way through municipalities on I-71.

The Chairman said also that an example of what was being avoided in the I-71 program was illustrated by two articles which appeared shortly before in the press, one a news story in the Cleveland Press and the other an editorial in the Plain Dealer. He said Congressman Charles A. Vanik had been quite alarmed about persons displaced, not by the I-71 program but by another highway on the

southeast side of Cleveland, and Mr. Maher wrote an article in the Cleveland Press which started off by saying: "Don't panic", and then proceeded to show that what was being done on I-71 was likely to avoid the criticism, the anguish that came from damage which Congressman Vanik was concerned about on the other highway. He said the editorial in The Plain Dealer was complimentary about the results achieved in the case of the Whitton letter. He said Mr. Sanford Watzman of the Plain Dealer wrote a prominent article on that achievement.

The Chairman said also that there had been some conferences with respect to the Cleveland South Outerbelt, Interstate Route 90, West 25th Street and the Ohio Turnpike and their relation to I-71. He said special attention had been given to railroad crossings and utility relocations and the Director of Highways had assigned competent people in every field that he had mentioned. The Chairman said he had wanted to take the opportunity where he was talking from the same forum that he had on April 16 to congratulate the Director of Highways, Mr. Masheter, on the quality of his organization that he had seen and the quality of the Highway Department people with whom he had occasion to work over the past weeks. He said he considered them to be just the same kind of people who built the Ohio Turnpike and they ought to be because the Ohio Turnpike was built pretty much by people from the Highway Department. He said the Highway Department was well capable of accomplishing everything that needed to be accomplished in the construction of I-71 and in the completion of the Interstate program. He said the Highway Department had good, competent people. The Chairman said the thing that was being done was establishing an horizontal kind of relationship as distinguished from a rather vertical kind of operation which the Highway Department, by being compartmentalized to the extent that it was, already held. He said he had read in one of the gossip columns a few weeks before that he was going to find out that he was going to get a lot of talk, a lot of assistance, a lot of cooperation from the top people in the Highway Department but the people down the line would show him. He said that had not been true. He said in the first place he did not need the direct cooperation of the people in the Highway Department, that his purpose was not to invade the Highway Department nor to try to throw any weight around nor to assert any authority in the Highway Department. He said his purpose was to serve insofar as he could as a consultant to the Director of Highways in such areas as the Director of Highways sought his consultations. He said there was in the Department of Highways right-of-way building a unit headed by Mr. T. J. Kauer, who was chief engineer in the construction of the turnpike, and including several engineers who worked with him. The

Chairman said he came through the building every morning and saw the people in the unit who might be present. He said there was a general belief that he was dedicating his life to the project and that was not true. He said he gave maybe one full half day, occasionally a day, a week to the I-71 project. He said that otherwise it had not been necessary for him to spend more than an hour or two of any day on the I-71 project and he thought it would continue that way. He said he was available to pry anything loose or to help any place he could. He said that was all he expected to do - to help other people in such areas as he could be helpful. The Chairman said the gossip columnist therefore was wrong twice because in the first place he did not need the direct cooperation that the columnist said he would not get, and the columnist was wrong in the second place because if he had needed it, he would have gotten it. He said it was just as clear as a bell from everything that had occurred that the Highway Department stood ready to do everything that it could do and everything that it was capable of doing, and it was capable of doing a lot. He said the Highway Department was fortunate to have Mr. Masheter as its leader and the state was fortunate to have such a good Highway Department.

The Chairman said also he was sure that all the purposes that were envisioned for the Commission by the Governor and that the Commission envisioned for itself at Berea on the 16th of April would be accomplished. He said the Governor had given as much or more time to the project whenever it was required and even when he personally wasn't required as he had ever seen any top official give to any single project. He said the Governor had never said in the weeks that the project had been pursued, "don't do this or don't do that" that had anything to do with the accomplishment of the purposes. He said the same was true of the Members of the Commission. The Chairman said there had been a ;remarkable public reaction. He said he got it when he went up and down the streets of any city in Ohio where he found himself. He ; said people stopped him and said, "This is great, this is wonderful, just to see how cooperation can be achieved by people of different political parties". The Chairman said political parties had nothing to do with what was being done. He said political parties had nothing to do with building the Ohio Turnpike and political parties and partisanship had nothing to do with acquiring those appraisers and negotiators in Cleveland. He said the work had been done for the I-71 project in the same fashion that was manifested in the building of the turnpike.

The Chairman said also that the day before he had said he thought it could be safely said that there had already been accomplished

in six weeks what otherwise might have taken six months by the kind of personal effort the participants had been able to give. He said the results were not achieved by mere correspondence. He said that, as Mr. Kauer had mentioned the day before, correspondence was used to confirm something that had been agreed to by personal conference.

The Chairman said his report included everything that had been done on everything that had been talked about being done at Berea.

At the request of Mr. Redman, the Executive Director explained the maps of Interstate Route 71 in Cuyahoga County which were on display in the meeting room. In response to questions by Mr. Chastang, the Director of Highways said the date for completion of construction of I-71 from Ohio Route 18 north to just south of the Cuyahoga-Medina county line was the fall of 1964, and the date for the completion of construction on the route south into Cincinnati was originally the fall of 1964 but might be extended into 1965. The Chairman said every section of the road from Hamilton County line to the Cuyahoga County line which was not already in use had a contract in progress at the time. He said the problem was not especially great in Cincinnati and not especially great in Hamilton County, but the problem was very great in Cuyahoga County. In response to a question by Mr. Chastang, the Chairman said that consent ordinances were being gotten from the municipalities affected by the location of I-71. He said all that was needed were the consent ordinances from two municipalities. In response to a question by Mr. Redman, the Chairman said he was sure that traffic would be interchanged between the Ohio Turnpike and I-71 before I-71 would be in downtown Cleveland. He said that would require the completion of the interchange between the two highways and the interchange was not going to be completed until well along in 1965, if then. He said the direct connection interchange was not going to be finished long before the road was completed. He said an outright estimate on completion could not be given because the plans for the interchange were not yet available. He said the direct connection was something that had been worked on only since the 16th of April. He said the Greiner Company had submitted only a tentative suggestion which had to be developed for the Director of Highways and the Bureau of Public Roads to determine how much the Department of Highways would contribute, how much the Bureau of Public Roads would contribute, and how much the interchange was going to cost. He said the direct connection was one of the roughest problems involved in the completion of I-71. The Chairman said he thought that, if plans for the interchange could be out of the way by December of 1963 and if the contract for construction of the interchange could be awarded in February of 1964 in

order to have two construction seasons before the end of 1965, it was possible the interchange might be completed before I-71 got into downtown Cleveland. He said he was not going to make any promises that there would be a direct connection in operation before late 1965 because it could not be done. He said if the direct connection was not completed before the end of 1965 then it would not be possible to complete it sooner than the whole route was completed in 1966.

The Chairman said that in the absence of further questions the report of the Chairman would be accepted as presented. 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. Financial Reports as of March 31 and April 30, 1963.
2. Traffic and Revenue Report for April 1963.
3. Detail of investment transactions for April and May.
4. Accountants' Report with respect to the Construction Fund for the period ending March 31, 1963.
5. Draft of the minutes for the April 16, 1963 meeting.

The Chairman said 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 Memorial Day five-day holiday traffic was handled expeditiously and without a serious traffic accident. He said the volume of 232,316 vehicles was exceeded only in two prior years. He said in 1958 there were approximately 3,000 more vehicles and in 1960 18,600 more vehicles. He said in those years Memorial Day fell on a Friday and a Monday, respectively. He said holidays which extended a week-end always resulted in greater traffic volumes than those that fell on mid-week days separated from the week-end. He said restaurant operators had reported that business was good throughout the period, being better than in 1962 and having only one rush period, which occurred on Sunday evening. He said the cafeterias accommodated the travelers nicely with no delay. He said the disabled vehicle services, the gasoline stations and toll collection likewise handled the traffic without any major problems.

The Executive Director said also that only in maintenance was there a major incident. He said that at about 6:00 P. M. on Friday evening a pavement blowout occurred in the eastbound roadway at milepost 32.2. He said the blowout was attributable to the expansion of the pavement resulting in one slab being pushed upward and over the adjoining slab, thus creating a drop of about six inches in surface elevation. He said the break was detected after one patron passed over it and damaged his exhaust pipe. He said that by midnight five feet of the concrete pavement across the entire eastbound roadway was sawed, removed, and replaced with cold mix pavement patching material, and the pavement restored to normal grade. He said that during the maintenance work the Ohio State Highway Patrol slowed traffic to a safe speed and no further incident occurred. He said that was the third such break in pavement in 1963 and that there had been only two or three such breaks in all previous years. He said it was entirely possible that the rash of such breaks might be occasioned by the severe cold weather of the past winter which caused slabs to contract more than normal and perhaps caused some creeping of slabs. He said that with the high temperatures of late spring and the consequent expansion of pavement, the creeping of the previous winter resulted in inadequate space at some joints for expansion. He said that as a safeguard the roadway would be inspected late each afternoon for the next few months by maintenance foremen and assistant foremen at slow speed, and cold patch material would be stored at each maintenance building. He said such breaks generally occurred suddenly and, even with the inspection program, advance detection might not always be possible.

The Executive Director reported further that the pavement striping program was completed on the evening of May 25, the earliest date the program had ever been completed. He said the completion date in 1962 was June 15. He said it required a combination of good weather and extra effort on the part of the paint crews to accomplish the work at so early a date. He said the paint lines on the main line required 21,000 gallons of white paint and 63 tons of glass beads to produce 482 miles of dashed centerline and 964 miles of solid edge-line.

The Executive Director reported further that in the construction of the Ohio Turnpike a calculated risk was taken in crossing a peat bog in Williams County at milepost 15. He said that although the length of the highway crossing the peat bog was only about 200 feet, the depth of peat was in excess of 65 feet and the cost of removing the bog and replacing it with fill was prohibitive. He said that

as expected there was some settlement in that area and the rate of settlement had diminished to the point at which consideration could be given to a permanent solution. He said the Consulting Engineers had, by letter dated May 27, 1963, recommended the construction of a counterbalance approximately 5 feet high by 43.5 feet wide at the base by 225 feet in length, to be made of earth. He said additional right-of-way would be needed to accommodate the fill. He said it was expected the counterbalance would stop any further settlement and the roadway could be stabilized at the proper grade and repaved with concrete. He said the cost to do the work was estimated to be \$2,500, exclusive of replacing the concrete pavement.

The Executive Director reported further that an inconvenience to patrons traveling turnpikes had been the refusal of the gasoline filling station concessionnaires to honor credit cards other than their own and those of their subsidiary and affiliated companies for the purchase of gasoline and other supplies from the service stations because of the difficulties and costs in processing credit cards between major oil companies. He said the Sinclair Refining Company had four stations on the Ohio Turnpike and effective May 6, 1963, had commenced a program of honoring credit cards of all the major oil companies. He said the program was being watched with interest and with the hope it would be successful and would become standard practice at least in that part of the industry serving toll roads. He said if the program were a success with the Sinclair Company, it would likely be adopted by all companies and thus make the use of credit cards far more convenient than under prevailing conditions. He said the leaflets could be obtained at all toll plazas which had been published by the Commission to announce the credit cards that were honored at each gasoline filling station and that these had been reprinted to reflect the Sinclair Company's program.

The Executive Director reported further that the Cities Service Oil Company, which operated the service stations at Oak Openings and Fallen Timbers Service Plazas, had requested permission to install machines to dispense answers to those travel questions most frequently asked by patrons. He said permission had been granted to the oil company and the machines were placed in operation in time to serve the travelers over Memorial Day. He said each machine provided answers to 120 questions. He said that because one machine served westbound traffic and the other served eastbound traffic, the majority of questions would differ in the two machines. He said the machines were located in the sales rooms of each Cities Service station. He said use of the machines would determine their value. He said reports had been received that the

machines had been successfully used on the Garden State Parkway, the New Jersey Turnpike, and the New York State Thruway. He said all questions and answers in the new service had been checked by the staff of the Commission for conformance to policies of the Commission and for accuracy. He said it was the consensus of the Service Plaza Committee that the service thus provided would be a valuable augmentation to services provided currently by the Commission. He said that in order to obtain the answer to a particular question the traveler pushed a corresponding button and the machine printed the answer on a small slip of paper, which dropped out of the machine.

The Chairman directed that a list of the questions be distributed to the Members. In response to a question by Mr. Redman, the Executive Director said there was no charge to the traveler for the service. Mr. Teagarden said it was his opinion the machines would be seen in all the service plazas.

The Executive Director reported further that a survey had just been completed relative to ambulance services on the Garden State Parkway, Illinois State Toll Highway, the Indiana Toll Road, the Pennsylvania Turnpike and the New York State Thruway. He said that with the exception of the Pennsylvania Turnpike Commission, no authority, including the Ohio Turnpike Commission, maintained its own ambulance service. He said the Pennsylvania Turnpike Commission maintained an ambulance at each of its maintenance buildings which were spaced about 25 miles apart. He said all the other toll road authorities surveyed depended on outside service, and the Pennsylvania Turnpike Commission relied on outside service to supplement its own service. He said all authorities either guaranteed the fee or paid for ambulance services. He said the Indiana Toll Road Commission and the New York State Thruway Authority attempted to collect their costs from recipients. He said ambulance service on the Ohio Turnpike had been excellent and the promptness of service was no less than amazing in many cases. He said the survey together with the excellence of service indicated no change should be made in existing procedures on the Ohio Turnpike.

In response to a question by Mr. Redman as to the status of the program for reducing the number of out-of-fuel incidents on the turnpike, the Executive Director said he was hopeful that the interchange development of credit cards might reduce the tendency of drivers to pass by a station where they could not use their credit cards. He said if all five fuel concessionaires adopted the program of honoring all credit cards that would be a big step forward in re-

solving the out-of-fuel problem. Mr. Chastang referred to the chain reaction sequence of rear-end collisions which had happened on the New Jersey Turnpike a short time before and asked whether the Highway Patrol paid attention especially to the closeness of following by either trucks or passenger cars, especially in foggy areas. The Executive Director said the Highway Patrol gave attention to both speed and assured clear distance during conditions of fog.

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

The Chairman of the Committee on Service Plazas, Mr. Teagarden, reported that cafeteria-type service was available at six of the sixteen restaurants on the Ohio Turnpike. He said the first installation was made at the Great Lakes Service Plaza in Cuyahoga County on April 17, 1962 and was followed by installations at Tiffin River Service Plaza in Williams County on July 11, 1962; Wyandot Service Plaza in Sandusky County on April 27, 1963; Vermilion Valley Service Plaza in Lorain County on April 28, 1963; Erie Islands Service Plaza in Sandusky County on April 29, 1963; and Towpath Service Plaza in Cuyahoga County on May 18, 1963. He said conversion of those restaurants to cafeteria-type operation had been based upon the experience that travelers were afforded shorter meal stops and that greater numbers could be served without delay. He said the Committee believed the conversion was a wise, progressive decision, and, even though some people did not like cafeterias, the speed of service which had been a source of many complaints would be appreciated and so acclaimed by all Ohio Turnpike travelers.

The Chairman of the Committee on Service Plazas reported further that the modifications and additions to the public restroom facilities at Erie Islands Service Plaza in Sandusky County and Vermilion Valley Service Plaza in Lorain County were complete and the facilities were open to the public. He said facilities at the one remaining service plaza undergoing similar addition and modification, Great Lakes Service Plaza in Cuyahoga County, were open for women but the opening of the men's facility would be delayed for another three weeks. He said that in the interim additional temporary facilities were provided for men on heavy-traffic volume days. He said also that additions and modifications of public rest room facilities would not be required at all service plazas for quite some time. He said that some of the original facilities, however, were showing their years of use, and improvements were in order. He said that in that connection a pilot relighting installation had been started in both the men's and women's rest rooms at Towpath Service

Plaza which, together with the repainting of the rooms by the restaurant operator, promised to alleviate the dark and dingy appearance of the rooms. He said other similar relighting installations would be made as determined desirable.

The Chairman of the Committee on Service Plazas reported further that, with respect to his report of his inspection of service plazas which the Chairman had referred to earlier in the meeting, he and the Executive Director had determined that excuses were not going to be accepted from operators of the service plazas when conditions were found which also existed a year before. He said it was necessary sometimes when he was making inspections to make himself known and remind the managers of the service plazas that the Commission would not tolerate evident unfavorable conditions. He said the managers always had good excuses but he always told them that while he might understand the reasons for the excuses the public did not and he, after all, was interested in the public and nothing else. He said he wanted to assure the Members that it was his desire and the Executive Director's desire not to have a repetition of situations that developed in 1962.

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

The General Counsel reported disposition of the Bieber case which went back to construction days. He said the case had been in litigation about four years but had been settled and disposed of for \$3500.

The Chairman said that in the absence of questions the report of the General Counsel would be accepted as offered. He said the report of the Director of Highways would be received.

The Director of Highways said he would like to express Governor Rhodes' gratification for the efforts that had been put forth and the results that had been accomplished since the meeting at Berea on April 16th due to the cooperative attitude of the Commission and to the undying efforts of its Chairman. He said the Governor felt that there had been a great deal of accomplishment, that there had been even more accomplished than he expected. The Director of Highways said also that he wanted to support for the record the statements which the Chairman had made as to the things which had been accomplished. He said he felt that the statement the Chairman made the day before that the project had been expedited, possibly by six months, was valid for at least as to that period on the basis of just one accomplishment - the situation with respect to E Funds. He said he also wanted to thank the Chairman for the kind words he gave to

the Department of Highways. He expressed thanks in the name of the employees who, he felt, were trying and were cooperating. He said that, gossip columnists to the contrary, he felt that the people in the organization down the line recognized the cooperative effort on I-71 for what it was - trying to get a job done - and the fact that Chairman Shocknessy had been able to help the department was appreciated by all. He said he particularly wanted to thank Mr. Shocknessy for the kind words he gave the day before to the Department's right-of-way section when he said the section had been doing a very excellent job. The Director of Highways said he concurred heartily. He said he felt the fact that the section took Mr. Shocknessy's suggestion to secure contracts for appraisers and negotiators on the Cleveland end of I-71 was very commendable. He said that, in fact, without Mr. Shocknessy's assistance on that matter he doubted if it would have yet been accomplished.

The Chairman responded that he and the Commission were grateful for all the Director of Highways said. He said the Department of Highways was a good Department, that Mr. Masheter was a good Director, and that the people were doing a good job, that they were capable of doing a good job, and they were proud of the Department. He said they wanted to see the job done and they were just as pleased as he was that all concerned were going at it the way they were. The Chairman said he expressed to the Governor his personal thanks for the things that the Director of Highways spoke to him in the Governor's behalf and for himself.

The Chairman said the report of the Director of Highways was accepted as offered with thanks. He determined that there would be no report from the Consulting Engineers. He said the report of the Director of Information and Research would be received.

The Director of Information and Research reported that for the last several years there had been an increasing flow of requests, which was approaching flood proportions, for information concerning places where travelers could camp overnight or take their travel trailers overnight. He said the Department of Information and Research was in process of preparing a listing of campsites located within a reasonable distance of the turnpike. He said the listing would be ready for distribution within a month.

The Chairman said the listing was something the Commission was glad to have. He said the report of the Director of Information would be accepted as offered.

A resolution ratifying actions of administrative officers was

moved for adoption by Mr. Teagarden, seconded by Mr. Chastang, as follows:

Resolution No. 4-1963

"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 16, 1963, 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 16, 1963, 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, Redman, Masheter, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 4- 1963.

There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Redman, 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, Redman, Teagarden, Masheter, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:45 P. M.

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