

MINUTES OF THE ONE HUNDRED AND SIXTY-EIGHTH MEETING  
October 1, 1963

Pursuant to bylaws, the Ohio Turnpike Commission met in regular session in the Conference Room of the Division of Right-of-Way of the Ohio Department of Highways at 139 East Gay Street in Columbus, Ohio at 11:00 A.M., eastern standard time, on October 1, 1963 with the key members of the staff, a representative of the Consulting Engineers, Mr. H. A. Harnden; a representative of the Trustee, Mr. Robert H. Bartholomew; a 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, Shocknessy.

Absent: Masheter.

The Chairman announced that a quorum was present. He said the Director of Highways was represented at the meeting by a very distinguished man, Mr. C. H. Makeever, Chief Engineer of the Ohio Department of Highways, who in addition to all his other qualifications and distinctions once served as an engineer of the Ohio Turnpike Commission and had much to do with the success of the construction. He welcomed Mr. Makeever to the meeting.

A motion was made by Mr. Teagarden, seconded by Mr. Redman, that the minutes for the meeting of September 3, 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 present responded to roll call. The vote was as follows:

Ayes: Teagarden, Redman, Chastang, Shocknessy.

Nays: None.

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

The Chairman reported that the Interstate Route 71 construction progress was all and more than could have been expected and just about all that could have been desired. He said a concrete pouring several days before in Harrisburg south of Columbus was a visible, dramatic manifestation of progress that was being made in construction. He said he hoped that by the end of the construction season of 1964 the larger proportion of I-71 south of Columbus would be completed. The Chairman said also that the progress of I-71 in Medina County was very satisfactory. He said that since the last meeting preliminary negotiations with Jones & Laughlin Steel Corporation in Cleveland had been completed. He said there were many further negotiations to be completed but there was nothing more important to the I-71 expeditors than reaching an agreement with Jones & Laughlin on how to get through the corporation's Cleveland Works. He said it was agreed to a stack design for the construction in that area. He said that Jones & Laughlin had agreed to the state's appropriating a portion of their plant area, and the company expected to acquire a comparable amount of property to accommodate the loss. He said the adoption of stack construction permitted the saving of a large warehouse on the company's grounds.

The Chairman reported that that day the 9th full year of operation of the turnpike had begun. He said that a minute after midnight on October 1st of 1955 in a beautiful, moving, simple ceremony the Ohio Turnpike was opened to traffic. He said the day also marked the end of the 30th year of his practicing his profession as a lawyer in Columbus and of his public service to the United States and to the State of Ohio. The Chairman said he came to Columbus thirty years before as assistant state counsel for the Home Owners Loan Corporation and for the ensuing six years as assistant state counsel, state and regional counsel, he completed the refinancing of mortgages in Ohio to the total of \$306,000,000 and filed about ten thousand foreclosures. He said that after leaving the Home Owners Loan Corporation he was in private practice and then in the army and then back in private practice ever since, including his turnpike service for about 14 years which had been a very rewarding service. He said he considered his first years of his professional life in Columbus including his service with the Home Owners Loan Corporation, especially with Henry Brunner and Robert Sohngen and others, his years in the army, and his year with the Turnpike Commission as very, very rewarding.

The Chairman said also that he was saying on that first day of the Commission's 9th year of full operation that revenue from the

operation of the turnpike for the first nine months of 1963 was approximately \$20,891,000, surpassing by \$527,000 the amount earned in the corresponding period of any previous year. He said income for September 1963 amounted to approximately \$2,450,000, which was higher than for any September of all previous years except 1962 when the income was about \$51,000 higher, explainable in a measure by the fact that Labor Day 1963 was on September 2 so that part of the Labor Day weekend business was in August in 1963 which accounted for an especially high August income and in a measure for the \$51,000 drop. He said September was the first month of 16 when the current month didn't exceed in the business done the corresponding month of the previous year.

The Chairman said also, reading from the Commission's month-end statement for September 1963, "It is expected that the 100 millionth vehicle to travel the turnpike will be counted during October. Since the first section of the Ohio Turnpike was opened between Youngstown and the Ohio-Pennsylvania line on December 1, 1954 the income of the Commission from all sources has been an approximate total of \$180,228,000. In that same period the expenditures of the Commission paid from operations have been approximately \$123,753,000, including \$2,913,000 paid from the Reserve Maintenance Fund invested in capital improvements and insurance and \$86,000,000 in interest paid on Ohio Turnpike bonds and \$21,810,000 for Ohio Turnpike bonds which have been retired to date. As of this date also the moneys held by the Commission in special operating accounts required under the indenture are approximately \$36,766,262."

The Chairman reported further that during the past month the Commission received from the Consulting Engineers a report due October 1 on the operations of the turnpike during the past year. He congratulated the Consulting Engineers, the J. E. Greiner Company, on behalf of the Commission for a good report. The Chairman read from letters received from the President of The Ohio National Bank, the Trustee, and from the Vice President and Trust Officer of The Ohio National Bank acknowledging receipt of the Consulting Engineers' report. He directed that the letters be incorporated in the business of the meeting. The letters follow:

"September 23, 1963

"Dear Jim:

"This will acknowledge copy of the Ohio Turnpike Commission Annual Report for 1963.

"Again, it gives us a great deal of satisfaction to see what has been accomplished in just a few years. I am sure it must please you as well as us each time we have funds to retire bonds.

"The Ohio National Bank is proud to be the trustee for the Turnpike and to be working with your commission in this great project.

"Sincerely,

/s/ "L. A. Stoner

"President

"Mr. James W. Shocknessy, Chairman  
Ohio Turnpike Commission  
Columbus 15, Ohio"

"September 26, 1963

"Mr. James W. Shocknessy, Chairman  
The Ohio Turnpike Commission  
17 South High Street  
Columbus, Ohio 43215

"Dear Mr. Shocknessy:

"I have just received and read with pleasure the J. E. Greiner Company's Eighth Annual Inspection Report. They have again been highly complimentary of the Commission and its staff. On our behalf, as Trustee, please accept our added commendation for the continuing efficient operation of the Ohio Turnpike.

"In our capacity as Trustee for many public and private facilities throughout the State of Ohio, we receive similar annual reports. None have been so consistent or extensive in such praise.

"I have read with interest the progress of the I-71 project and take this opportunity to wholeheartedly endorse the Governor's choice of 'Expediter'.

"Sincerely yours,

/s/ "Wayne J. Graf

Vice President and Trust Officer

"WJG:lm"

The Chairman reported further that the Akron Beacon Journal on the 28th of September, 1963 carried an editorial entitled "Chow Time on the Turnpike". He read the editorial, which follows:

"Many people from other states drive through Ohio every day on our Turnpike. Rarely getting off the highway, their chief impressions of the state are derived from looking at the scenery and from the service which they get at the Turnpike plazas.

"Unfortunately, there still seem to be serious deficiencies in the way the restaurants on the pike are operated.

"In Chicago and New York papers negative comments on Turnpike food service have appeared recently.

"John Justin Smith, a Chicago Daily News columnist, wrote about a recent automobile trip to New York. An excerpt:

'So far, with two drivers, it has been easy to keep the 55-mile-an-hour average - including time taken to have a hasty lunch in an Ohio Turnpike restaurant. The meal did not compare well with the excellent food served in the Illinois Tollway oases . . .'

"A letter to the editor in the travel section of the New York Times started as follows:

'Eureka, I have finally found a way of crossing Ohio and Indiana on their wonderful turnpikes without starving to death or destroying one's stomach with unfulfilled promises.'

"The writer's simple solution was to get off the high road and 'eat like a native'.

'The prices were no higher than on the turnpike,' he reported. 'The restaurants were quieter and cleaner, the help was more helpful and there was none of that nervous bustle that drives one to eat on the turnpike as fast as one motors on the turnpike . . .'

"No doubt the restaurants located on side roads near the Turnpike are glad to get the business. But is it impossible to give first-class service at the plazas? And, if there are some built-in handicaps, is there any reason why Ohio can't at least do as well as Illinois?"

The Chairman said also that the Beacon Journal had been vigilant always in helping the Commission maintain standards in the service plazas. He said that while he was well known for springing to the defense of anything that amounted to criticism of the Ohio Turnpike he was not going to spring to the defense that day. He said he agreed in great measure with what the Beacon Journal had to say. He said the restaurants on the turnpike had never been as good as the Commission would like to see them. He said the Commission urged upon the operators the conversion to cafeterias. He said a number of the conversions had been completed. He said it was true that the Commission, as he had said before, had served people who ate customarily at the 21 Club or the Colony and people who had never heard of the 21 Club or the Colony but who expected that kind of service on the Ohio Turnpike when they were out for a meal. He said the Commission had to serve people who had never spent as much for a meal, probably, in their life as they were required to pay when they went into a turnpike restaurant for a meal and that wasn't because the prices were high, but it was because the Commission had to serve many people who hadn't customarily eaten out. The Chairman said also he was thoroughly mindful of the problems of providing food on the Ohio Turnpike. He said the Commission's problems were little worse, however, than anybody else's. He said nothing he hated more than having people say "You've got the best turnpike in the United States, it is the best engineered, the best operated; you've got the most courteous toll collectors; your Highway Patrol couldn't be beaten, they give service, are gracious; but your restaurants aren't quite as good". The Chairman said he personally fought that view. He said Maj. Gen. Robert S. Beightler as a Member of the Commission and particularly as Chairman of its Committee on Service Plazas over a long period had fought it. He said Mr. Teagarden had been fighting it and the Executive Director had been fighting it. He said he talked to Mr. Teagarden and the Executive Director the day before on a conference telephone call because he had had a lot of complaints about service over the Labor Day period, complaints the Commission hadn't received when the Members were together last but had gotten since. He said some of the complaints were fair and some of them he did not think were altogether fair but nevertheless there were enough of them to be a challenge to the Commission to reexamine its facilities and not spend the winter on a report due the next spring. He

said it was his belief that the Committee on Service Plazas of which Mr. Teagarden was Chairman and the Executive Director and his staff must undertake without any delay a rehabilitation of facilities.

The Chairman said further that the service plazas were built for dining-room service. He said the cafeteria conversions were like conversions of old mansions to apartments - they left a lot to be desired. He said the Consulting Engineers knew that he had never considered the design of the service plaza restaurants good. He said he had never considered the design was the best that could have been provided by experts in the field of food service and engineering. He said the Commission was at the place where it had to face re-designing if redesigning was required in order to make those restaurants the best on the turnpike. He said the Commission and its Executive Director and staff and the Consulting Engineers had to look at the matter of redesigning. He said that they had to look also at the need of additional facilities. The Chairman said that he recognized that Mr. Teagarden inherited a continuing real problem when he inherited the Committee on Service Plazas. He said he recognized that the Executive Director had had a problem and had done heroic things. He said the Commission took over a set of restaurants and operated them for a while and maybe did as good or better when it operated them as any of the operators had done on them or others and better than on some of them.

The Chairman said that although the Beacon Journal had pointed the finger at the Commission he for once was not going to complain about the criticism. He said that where criticism was just he was willing to accept it. He said the Commission's restaurant facilities should be improved. He said he did not think it was all the fault of the operators that the service was not as good as it might be. He said he thought there was some imperfection in design which the Consulting Engineers had to look at. He said the Commission had to determine whether or not the cafeteria method of providing food should be the full method of providing. He said it was his personal belief that the cafeteria method was generally the best method but it was also his belief that an area had to be provided within those service plazas that were converted to cafeterias where families with small children and where the sick or infirm could be provided table service.

The Chairman said also the Commission excelled in every phase of operation of the turnpike except in the one of food and he had rarely been told that the food was the best food served on any public facility in the United States. He said he had been told thousands of

times that the road was the best road, the best operated, best maintained, had the most courteous toll collectors. So, he said, now at the end of the season when the Commission could plan effectively for next season and next year he brought to the attention of everybody that the restaurant facilities needed improvement. He said he thought the improvement included redesign so that all areas were fully available. He said examination had to be made as to whether or not the cafeteria steam tables were placed where they best served the public and provided an adequate place for people to go sit down with their trays. He said he had too many complaints in the last four weeks of people who went through the cafeteria line and didn't have a place to sit down. He said sometimes that was not because there would not have been enough seats had all the tables been cleared off properly but he had found that people waited to sit down at times because many tables had not been cleared. The Chairman said he recognized the problem of keeping help, the problem of handling peak periods but the Commission could not always say that it was because of this or because of that because other facilities had peak periods and they met them, too. He said that therefore, recognizing all the problems, he urged Mr. Teagarden and the Executive Director immediately to undertake correction by whatever means were required.

The Chairman said also that the Commission did not make as much money on its investment in the highway as it made on its investment in restaurants. He said that by comparison the Commission got more return per dollar on money invested in the restaurants than on money invested in the highway. He said the public was getting a better deal on the money it paid for the highway use than it was getting for money paid for food in restaurants. He said he wanted it understood that he was not denouncing any operator. He said he was assuming for the Commission whatever blame the Commission was assessable with. He said that from then on the Commission was on public notice that it had better do better next year. He said that included the operators who served under the Commission's direction. The Chairman said also that if it took additional facilities the Commission could not say "well, in eight or nine years we may be at the place where in another eight or nine years the facility will be toll free". He said the Commission had got to provide the service during that time, had got to give better service than it was able to give the last summer. He said that when he said he was not denouncing the operators, he was not. He said the operators had adopted many expedients but he did not think they had adopted enough. He said he thought they could do better but the Commission had to see whether or not those facilities which were designed for dining room service did



not require redesigning - not merely some additions but some redesign for the kind of service that was required. He said the restaurants had been in operation eight full years and the Commission had made some changes in the eight years. He said American business had made fabulous adjustments in the same eight years and that the Commission had made many improvements in maintenance and operation of the road in the eight years. He said the Commission had to make the same improvements in the providing of food.

Mr. Chastang said that in fairness to the traveling public and to the Commission an editorial from the Akron Beacon Journal or any newspaper certainly was appreciated but the Commission had many times mentioned the condition of its restaurants and he would like to know which off-turnpike restaurants the New York writer found to be better. He said he had traveled the turnpike many, many times and had tried to find decent restaurants to eat on the road to and from the turnpike and on the road to Hagerstown, Maryland and it was a very difficult task to find just the kind of restaurant you wanted, the kind your family was used to. He said many times one would find the food was good but the rest rooms were filthy or the food was not good and the rest rooms were clean. He said it was a problem of caretaking. Mr. Chastang said also that that was not saying that the Commission was at the bottom of the barrel. He said the Commission had some pretty good restaurants. He said the Commission was criticized about some of the conditions of the restaurants, especially the rest rooms, but he had been traveling just recently and the restaurants on the turnpike far excelled any that he saw or ate in or was in outside of the turnpike, including the Pennsylvania Turnpike. He said the business of mass feeding was a real problem and any one person might enjoy food depending upon his own individual likes or dislikes at the moment. He said that whether the children had been feuding in the back of the car or whether the travelers had been driving a long time and were tired or whether they had had an accident or whether there had been a spat in the family or whether they were running late or somebody forgot something - all those things affected everybody riding on the turnpike more so than they would affect a person going to a little side-road restaurant. He said the Commission had got to have good restaurants but at the same time he would not buy the proposition that its restaurants were not good. He said there were better restaurants, he was sure, but he thought one could hold the turnpike restaurants up along any restaurant on any side road.

Mr. Chastang said he wanted to commend Mr. Teagarden for the work he had done because there was real, substantial progress

on the entire road. He said he had not eaten on the Illinois Tollway but had eaten on the Indiana Toll Road and sometimes he thought those restaurants were wonderful and why couldn't the Commission have the same on the Ohio Turnpike. He said the next time he would go there and would say "My God, aren't we ever going to get served? The food is terrible; why aren't these restaurants like the ones on the Ohio Turnpike?" He said it depended upon conditions and attitudes. He said he would agree with the Chairman that the Commission had got to do something about the restaurants.

The Chairman said the Commission had to do some self-examination, not mere explanation. He said the thing he was urging was an intensive self-examination of the food facilities and a correction as correction was required, not merely improvising. He said he never felt the design of the restaurants was a good design and had told Mr. E. J. Donnelly of the Consulting Engineers so during the period of construction. He said the restaurants were probably the only place in the whole construction period where he let himself be talked down by the experts but he knew he did not know as much about how restaurants ought to be designed as he knew about other things. He said the time had come for an intensive, realistic reexamination of the food facilities on the turnpike so that if redesigning was the answer then the Commission had got to look at redesigning, and if new facilities were an additional answer, then the Commission had got to look at that.

The Chairman reported further that the Commission had not yet had any experience that was noteworthy with respect to the immediate change in the speed limit for passenger automobiles to 70 miles per hour. He said he had heard that a couple of municipal judges in Cuyahoga County did not like the idea but he did not know that they were especially aware of the fact that the state had by enactment of the General Assembly changed the state speed limit on certain roads in Ohio at the discretion of the Highway Director.

The Chairman reported also that the Commission had had some recent commendation on the signs that had been erected at each service plaza telling people to fasten their seat belts. He said that admonition had a familiar ring to people, especially people who had used airplanes because they were accustomed to the flash on the plane "Fasten Your Seat Belts".

The Chairman reported also that the Pittsburgh Press of August 25, 1963 carried an article in which the Commission's billboard policy was commended. He read excerpts from the article:

"A 'billboard gulch' has developed along a short stretch of the Pennsylvania Turnpike adjacent to the Ohio line.

"In about two-fifths of a mile beyond Gateway, last tollgate on the western section of the highway, probably 20 signboards dot the rural landscape on both sides of the road.

"Most of them are a short distance beyond the Pike right-of-way fence, can be read only by westbound traffic and for the most part advertise enterprises in Ohio - motels, gas stations, etc. - which are denied the same right in their own state.

"There are a few signs faced for reading by east-bound motorists and these generally are about Pennsylvania enterprises.

"Perhaps the biggest of all the signs in the area is on Turnpike property, done in blue and yellow, and obviously an official work of the Turnpike Commission.

"In contrast there is a complete absence of signs along the Ohio Turnpike from the Pennsylvania line to the Youngstown Interchange - about eight miles - except for small official ones.

"Even the official Ohio Turnpike welcoming sign is a very conservative one, probably not more than one-twentieth the size of its huge counterpart not far distant in Pennsylvania.

"Foresight when the Ohio Turnpike was little more than a drawing provided 'built-in' guarantees against erection of billboards along most of the road.

"When property was bought in direct negotiations with owners the contracts provided the sellers could use none of their remaining unpurchased lands for erection of billboards that would be within sight of motorists on the Turnpike."

The Chairman said that therefore it could be seen the Commission was still getting commendation for some things, especially for

things that had to do with the operation of the road itself.

The Chairman reported also that he was rather pleased about a resignation letter from an employee. He said it was not because he was pleased about getting the resignation but he was interested and he thought the other Members would be in what the employee said. He said the letter was from Raymond W. Pecaut who was equipment superintendent. He read from the letter, which was addressed to the Executive Director under date of September 24, 1963 as follows:

"As you will recall, I entered the employment of the Commission only after carefully checking reliable sources regarding possible political aspects of the position. I was assured that all appointments were non-political, and that politics would not affect any phase of my required duties. During the past eight years the accuracy of this assurance has been borne out: I have never observed the slightest evidence of 'politics' during my tenure. I wish to express my appreciation to you (and, through you, to the Chairman of the Commission) for the business-like and strictly non-political environment in which I have served."

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

Mr. Chastang said the report of the Secretary-Treasurer and the report of the Committee on Budget and Finance of which he was Chairman would be one. He said the Comptroller sent to the Members copies of the report of the committee including the suggested preliminary budget for the fiscal year 1964. He said the committee had had several meetings in connection with the adoption of the budget and had reviewed the figures and had agreed unanimously to recommend the budget to the Commission.

A resolution adopting preliminary budget for the fiscal year 1964 was moved for adoption by Mr. Chastang, seconded by Mr. Teagarden, as follows:

Resolution No. 11-1963

"WHEREAS it is provided by Sec. 505 of the trust agreement dated June 1, 1952, between the Commission and The Ohio National

Bank of Columbus, as trustee, and The National City Bank of New York (now First National City Bank of New York), as co-trustee, that, on or before the 20th day of October in each fiscal year, the Commission will adopt a preliminary budget of income and current expenses for the ensuing fiscal year;

"WHEREAS the Commission's executive director and comptroller have submitted a preliminary budget and current expenses for the fiscal year 1964 to the Commission, and have recommended the adoption thereof, and said budget is now before the Commission; and

"WHEREAS all reasonable requests of the consulting engineer as to the classifications in which such budget shall be prepared have been complied with, and the consulting engineer has advised the Commission that said budget classifications meet with its approval and that it has no further requests with respect to said classifications;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission, having duly and fully considered the same, hereby adopts the following: :

Preliminary Budget of Income and Current Expenses  
1964

Income	\$27, 000, 000
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Current Expenses

Administration & Insurance	922, 612
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Operations	4, 474, 067
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Trust Indenture Expense	<u>142, 500</u>
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Total Current Expenses \$5, 539, 179

"FURTHER RESOLVED that the assistant secretary-treasurer is hereby instructed to file a copy of said budget with the trustee and to mail copies thereof to the consulting engineer and to the principal underwriters forthwith."

Mr. Chastang said the resident engineer of the Consulting Engineers participated in the discussion of the preliminary budget by

the Committee on Budget and Finance. The resident engineer, Mr. Harnden, said the budget met with the approval of the Consulting Engineers.

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

Ayes: Chastang, Teagarden, Redman, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with the four Members present voting in the affirmative. The resolution was identified as No. 11-1963.

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

1. Detail of investment transactions for August and Sept. 1963.
2. Traffic and Revenue Report for August 1963.
3. Financial Report as of August 31, 1963.
4. Draft of the minutes for the September 3, 1963 meeting.
5. Minutes of the Committee on Service Plazas.

The Chairman said that in the absence of further discussion the report of the Secretary-Treasurer was 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, said he heartily agreed with all the Chairman had said in connection with the operation of the restaurants. He said the committee had a meeting on September 20, 1963, copy of the minutes of which had been sent to all Members. He said the minutes indicated that the committee recognized practically all the things the Chairman had referred to that morning. He said he was sure the Commission recognized one thing in connection with the service plazas; that is, the cafeterias. He wondered what would have happened during the past year if the Commission had not had the cafeteria service. He said he was sure the Commis-

sion would have had a great many more complaints than it did have.

The Chairman of the Committee on Service Plazas said also that the committee at its meeting in Berea on September 20 reviewed in general operations of the service plazas during the past summer and discussed plans for improvement and additional facilities. He said that at the meeting of the Commission on September 3 he reported that the committee expected to make comparisons of the past summer's experience with the experience during the same period in 1962 with respect to cafeteria service. He said sales in the restaurants on the turnpike in the months of June, July and August of 1963 showed an increase of 2.20% over a like period in 1962. He said traffic by the door increased 2.66% for the same period. He said total sales amounted to \$3,065,683 in 1963, which represented an increase in sales of about \$66,000 over 1962.

The Chairman of the Committee on Service Plazas said also that from previously established check averages the committee concluded that over six million people were served in the 16 restaurants during the three-month period. He said that represented about one-half the number of patrons served during an average year and illustrated the magnitude in the differences in patronage between the summer months and the remaining nine months of the year. He said traffic by the door increased in the case of all plazas easterly of Maumee and decreased for the four plazas westerly of Maumee. He said that with the exception of Tiffin River Plaza the three other plazas westerly of Maumee experienced a decline in sales. He said the cafeteria line was opened in Tiffin River Plaza on July 12 of 1962 and was the only cafeteria in operation westerly of Maumee in 1963. He said sales at that location increased 5.13% over 1962. He said much of that growth was at the expense of the restaurant at Fallen Timbers Plazas, which was the next plaza east of Tiffin River on the same side of the road. He said Fallen Timbers experienced a decrease in sales of 6.82% compared to a decrease in volume passing the door of 1.81%, and sales at Tiffin River increased \$9,739 and at Fallen Timbers decreased \$8,746 for a net gain for both of about \$1,000.

The Chairman of the Committee on Service Plazas said also that that same experience of the public favoring cafeteria service appeared also at Wyandot Plaza which showed an increase of 5.38% while business at the next plaza to the east, Commodore Perry, declined 2.28%, with both having an increase in traffic passing the door. He said that for westbound traffic, sales at Erie Islands Plaza with its cafeteria increased 9.45% while the business at the next plaza to the west, Blue Heron, without a cafeteria, declined 1.78%, although both enjoyed an increase in traffic passing the door of about 3.8%. He said also that while all that would indicate that cafeterias were drawing a part of the

trade from other plazas there were two successive cafeterias serving eastbound traffic at Vermilion Valley and Towpath and Vermilion Valley showed an increase in sales of 10.78% with a traffic increase of 4.52% and Towpath showed an increase in sales of 11.13% with an increase in traffic of 4.63%. He said Brady's Leap, the next plaza to the east, which did not have a cafeteria, showed an increase in sales of 3.79% with an increase in volume of traffic past the door of 3.06%. He said that, obviously, Brady's Leap lost little, if any, patronage to the cafeterias.

The Chairman of the Committee on Service Plazas said also that Great Lakes was the only cafeteria which operated the full summer season in 1962 and the only one on which a full seasonal comparison could be made of the cafeteria operation at the same location. He said that unfortunately business at Great Lakes during the summer months of 1963 declined 5.87% compared to the same months of 1962 even though traffic increased 1.36% in 1963. He said it was believed that the opening of the Euclid Spur of Interstate Route 90 east of Cleveland diverted substantial volumes of long distance west-bound travel from the segment of the Ohio Turnpike on which Great Lakes Plaza was located and probably accounted for the decline in sales at that location.

The Chairman of the Committee on Service Plazas reported further that the new rest rooms at Erie Islands, Vermilion Valley and Great Lakes Service Plazas were substantially completed for the beginning of the summer season. He said that because of their better quality and appearance it had been hoped the public using those facilities would have a greater respect for them than had been demonstrated in the past. He said unfortunately that didn't prove to be the case. He said that at Erie Islands in the ladies' room the doors of five compartments were treated so roughly as to break the marble supporting wall and the doors on two other compartments were damaged so that they had to be removed. He said replacements and stronger fixtures had been ordered but meanwhile the doors had been off and that condition had been the cause of several complaints. He said in Great Lakes Plaza a towel dispenser and a vending machine which were fastened to the wall with epoxy glue were torn from the wall. He said epoxy glue was the strongest adhesive known. He said the operators in some locations put sand urns for ash trays in the rest rooms only to find that patrons poured sand into sinks and urinals plugging the drain lines. He said public behavior in the rest rooms and especially in the new ones had been most disappointing to those who were trying to upgrade the facilities available to the public.

The Chairman of the Committee on Service Plazas reported further that arrangements had been made with the operators of the



restaurants to attend a conference with the committee in Berea on October 4, 1963 at which time it was hoped plans could be developed for an ideal service facility which could provide adequate service to meet the changing demands on the Commission's facilities occasioned by the seasons of travel. In response to a question from Mr. Redman as to whether there were plans for converting any more plazas to cafeteria service Mr. Teagarden replied that there were no such plans for 1964. He said it was known that the cafeterias were not perfect and at the conference on October 4 the committee was endeavoring to go into all the details of seating, better service and everything in connection with not only cafeterias but snack bars, counter service, table service and rest rooms.

The Chairman said he was glad the Commission had had an orgy of self-revelation and had examined its conscience in public and had promised to do better. Mr. Teagarden said he hoped the public would do better with what the Commission furnished them.

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 preliminary budget that had been adopted was identical to the preliminary budget recommended by the Consulting Engineers in their report to the Commission under date of September 26, 1963. He said also that the Consulting Engineers at the time they made their inspection and prior to the preparation of the report brought many findings to the attention of the staff and remedial work, where necessary, was done at that time. He said that consequently many items of work which had needed to be done and were included in the report had been completed. He said that worthy of special note was the new map included in the report showing for the first time the proposed system of interstate highways and a straight line diagram noting the location of the major features of the Ohio Turnpike such as interchanges, service building, maintenance buildings and zones, patrol posts and zones, and the zones assigned to the various disabled vehicle service contractors. He said the map was very useful as a handy reference.

The Executive Director reported further that the solution of the interchange problem between the Ohio Turnpike and Interstate Route 71 near the Strongsville-Cleveland Interchange on the turnpike had been under study by the Consulting Engineers. He said the Consulting Engineers on the previous day presented two possible solutions.

He said no conclusions with respect to those plans had yet been arrived at. He said there were a number of problems and questions with respect to each plan. He said that representatives of the staff and of the Consulting Engineers met that morning with representatives of the Ohio Department of Highways and furnished copies of the plans to the Highway Department representatives so that a concurrent study could be made. He said that in a short time it was expected another meeting would be held with the Highway Department to further the problem to a conclusion.

The Executive Director reported further that those of the staff who were directly involved in the snow storm of early December 1962 would never forget their experience. He said that, difficult as the situation was, the turnpike was kept open to traffic but the experience indicated the need for improvement in procedures in several areas. He said that of particular concern were the service plazas where many patrons sought refuge during a storm and afterward because connecting highways were clogged with disabled vehicles. He said the vehicles parked in the plazas prevented effective snow removal procedures and particularly so because first priority for snow removal was given to the roadway proper and clearing of the service plaza parking areas had to await the availability of adequate equipment and manpower. He said that by that time some of the plaza parking areas were loaded with parked vehicles and snow removal was almost an impossibility until the vehicles were cleared and on their way. The Executive Director said also that the Commission would start the 1963 winter season with eight additional medium trucks permitting the assignment of adequate equipment to the service plazas to do an effective job commencing with the onset of a storm. He said he believed that change in procedure would preclude many of the problems encountered the previous December. He said the installation of radio equipment in those maintenance trucks which were not in general use during the summer months and had no need of radio equipment except during the snow season had been begun. He said that by October 11 snow-plow push frames would be installed on all trucks used in plowing snow and at least 200 tons of salt would be stockpiled in each maintenance building yard. He said all equipment would be ready for snow removal service by October 21, that by November 15 there would be at least 400 tons of salt at each maintenance building, and that by December 2, when lower temperatures might be expected, there would be not less than 50 tons of calcium chloride in each maintenance yard in addition to the salt.

The Executive Director reported further that several months before he had reported that the Commission had received a recommendation of the Consulting Engineers for procedures to be used to stabilize

the westbound roadway settlement at milepost 15 and that additional right-of-way would be required to provide the necessary area. He said property of two abutting owners was involved. He said negotiations had been completed for the larger parcel and it was expected that agreement would be reached for the other parcel in the near future. He said the owner of the latter parcel was making some demands for remedial drainage on his property but the Commission could not assume the responsibility for that work. He said the differences did not appear to be sufficient to defeat negotiations. He said that because the recommendations required that the Commission proceed slowly in making a counterbalance fill, it was likely that the work would require at least three months to perform. He said it was expected the work would be done with the Commission's own forces as a fill-in project when other work schedules for the summer and fall were completed.

The Executive Director reported further that effective September 30 at midnight the speed limit on the Ohio Turnpike for passenger cars was increased to 70 miles an hour. He said the Commission's sign crew started at dawn on that day to make the necessary changes in the signing.

In response to a question by the Chairman the Executive Director said that the pig-pen problem in the vicinity of Tiffin River Service Plaza was not quite the problem it had been. The General Counsel said that reports on odor were received from observers at the service plaza twice a week except during the winter months when they were received once a week. He said there had been no complaints during the summer that he knew of. He said the Commission's purpose in keeping a record of the reports was in case there was another expansion of the pig pens.

In response to a question by Mr. Chastang the Executive Director said that the water supply problem at Middle Ridge and Vermilion Valley Service Plazas had been corrected, and that he did not expect any further difficulty.

The Chairman said that in the absence of any further questions the report of the Executive Director would be accepted as offered. The Chairman determined that there would be no report on behalf of the Director of Highways or by the General Counsel or by the Consulting Engineers. The Chairman asked that the representative of the Consulting Engineers let his company know on behalf of the Commission that the Commission received its report, that it came as usual ahead of time, that it was a good, comprehensive report, and that the Commission thanked

the Consulting Engineers for it. He said the report of the Director of Information and Research would be received.

The Director of Information and Research reported that since the last meeting there had been mailed to some 6,000 truck operating companies and to several hundred bus and truck associations or truck and bus magazines information concerning the change in legal length for tractors and semi-trailers and for buses and fire equipment in course of delivery.

The Director of Information and Research reported further that because of the extension of Interstate Route 90 westward into the downtown Cleveland area it was thought necessary to develop a new connection between the Ohio Turnpike and Interstate Route 90 and the New York State Thruway, a very popular and much used connection. He said that following consultation with the Highway Department and with the Cleveland Automobile Club and with members of the staff and others a new connection had been developed which took people off the Ohio Turnpike at the Akron Interchange at Ohio Route 8 instead of at the Streetsboro Interchange at Ohio Route 14. He said information concerning the change in the connection was mailed to more than a thousand automobile clubs and travel agencies throughout the United States and Canada together with information about the change in speed limit.

The Chairman said the report of the Director of Information and Research 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. 12-1963

"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 September 3, 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 September 3, 1963 hereby are ratified, approved, and confirmed."

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

Ayes: Teagarden, Chastang, Redman, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with the four Members present voting in the affirmative. The resolution was identified as No. 12-1963.

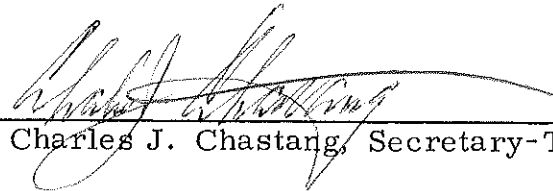
There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Redman, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Chastang, Redman, Teagarden, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:33 P.M.

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



Charles J. Chastang, Secretary-Treasurer