

MINUTES OF THE ONE HUNDRED AND SIXTY-NINTH MEETING  
November 5, 1963

Pursuant to bylaws, the Ohio Turnpike Commission met in regular session in the conference room of the right-of-way division of the Ohio Department of Highways at 139 East Gay Street in Columbus, Ohio at 11:00 A. M., eastern standard time, on November 5, 1963 with the key members of the staff; representatives of the Consulting Engineers: Mr. E. J. Donnelly and Mr. H. A. Harnden; the representative of the Trustee, Mr. Robert H. Bartholomew; members of the press and others in attendance.

The Chairman called the meeting to order, the roll was called and the attendance was reported to be as follows:

Present: Masheter, Teagarden, Chastang, Redman, Shocknessy.

Absent: None.

The Chairman announced that a quorum was present.

A motion was made by Mr. Teagarden, seconded by Mr. Chastang, that the minutes for the meeting of October 1, 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: Teagarden, Chastang, Redman, Masheter, Shocknessy.

Nays: None.

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

The Chairman reported that the Commission's October revenue was approximately \$2,173,000, which was a new record, exceeding by \$52,000 the amount of the previous best October. He said the Commission's income for the first ten months of 1963 was roughly \$23,065,000 exceeding by \$580,000 the total revenue in the best previous ten months, which were the first ten months of 1962. He said the Commission had enough money in the Bond Redemption Account to assure that by the end

of the year the Commission would do what it had hoped it would do: bring its debt down to less than \$300,000,000. He said that by the end of the year the Commission should owe slightly more than \$299,000,000, which would be approximately \$26,500,000 to \$27,000,000 in retirements. He said the course in increase in revenue - month of the current year over best corresponding month in any previous year - was interrupted in September 1963 but resumed again in October.

The Chairman reported also that since the last meeting the Chairman had made a 1,700 mile drive over the Ohio Turnpike and similar highways in Pennsylvania, New Jersey, New York, Massachusetts and Connecticut and over freeways, and had stopped at restaurants, making what might be considered a voluntary inspection of other facilities with which to compare Ohio Turnpike facilities, Ohio Turnpike operation with those of other similar projects. He said he found that maintenance of the Ohio Turnpike was second to nobody's. He said that the previous month he had said the Commission excelled in construction and operation of its turnpike and on his trip he found that it unquestionably did.

The Chairman said also that the previous month he said that the restaurants on the Ohio Turnpike needed reanalysis, and that since the last meeting he had spoken by telephone with Mr. Donnelly, Mr. Teagarden and the Executive Director and it was agreed that the Consulting Engineers would proceed to make a critical examination and inspection of the restaurants with recommendations to the Commission, the preliminary recommendations to be ready November 5, 1963. The Chairman addressed Mr. Donnelly and said the Commission was glad to have him at the table. He said it had been a long time since Mr. Donnelly had sat at the table with the Commission.

The Chairman reported further that he had already commented to the Director of Highways in the Interstate-71 conference the day before on the traumatic experience he had when he observed the invasion of the billboards on the Pennsylvania Turnpike. He said his observation only confirmed what he had read at the last meeting from a news article in the Pittsburgh Press of August 25, 1963, which opened up by saying:

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

and which concluded:

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

He said the Ohio Turnpike was still beautiful to behold and did not suffer any desecration of nature or countryside by the invasion of billboards. He read further from the Pittsburgh Press article as follows:

"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.

"In contrast there is a complete absence of signs along the Ohio Turnpike from the Pennsylvania line to the Youngstown Interchange."

The Chairman said also he had reported to the Interstate Route 71 conference the week before about billboards and made some suggestions to the Director of Highways about how he might avoid at all reasonable costs the occurrence of such a thing on I-71.

The Chairman reported also that the Director of Highways and he were of the opinion that progress on I-71 was so great that it was more than could have been expected on the 16th of April 1963 when those interested in hastening the completion of construction of I-71 met in Berea, and all that could have been desired. The Chairman said he had said many times that he used to say at the beginning of the Ohio Turnpike, "God is on our side," and there had been construction weather the fall of 1963 like no other construction season within the memory of anybody at the table so it would seem God is still on our side. He said the Director of Highways and the Department of Highways had taken full advantage of the beneficence of Providence and pressed construction right down to the limit and I 71 looked as good as it could possibly look. He congratulated the Director of Highways upon its progress. The Chairman said that he had said in the beginning when he first took an interest in I-71 at the Director of Highways' request and at the Governor's request, that the Department of Highways was a great institution and well able to accomplish the purposes envisioned for it by the Director of Highways and by the Governor and by the State of Ohio. He said it was a good department and had done a good job. He said I-71 showed it.

The Chairman said that something else besides restaurant information he found out on the trip was that nothing was more important to the travelling public than convenience. He said I-71 would provide a good connection to the Ohio Turnpike. He said the Director of Highways had made a firm recommendation to the Bureau of Public Roads accordingly. He said he was sure that the public convenience required a direct connection, that it was demonstrable to all those who had part in deciding whether or not it was constructed that it was necessary to the public

convenience. He said the Executive Director, the Director of Highways, and the Consulting Engineers had all given yeoman service to the connection.

The Chairman said also that consideration ought to be given by the Director of Highways and the Executive Director to the matter of that 35 miles of the Ohio Turnpike which was not on the Interstate System. He said it was his belief that everybody would be better served if that 35 miles that was off the Interstate System was on the Interstate System. He said it would greatly reduce the problem of providing the direct connection between the turnpike and I-71.

The Chairman reported also that he found on his trip that generally people did not do much more than 70 miles per hour. He said he did not know that the Commission had had an experience with respect to the increase in the speed limit on the Ohio Turnpike which had any significance but he was of the opinion that there were not many people needed to be cited for speeding on the Ohio Turnpike thereafter because, he thought, the increase from 65 to 70 miles per hour in the speed limit about accommodated the speed people cared to drive.

The Chairman reported also that with respect to the restaurants he had told Mr. Donnelly when he talked with him over the telephone as agreed by the Executive Director and Mr. Teagarden that the Commission had to think boldly about its restaurant improvements. He said the restaurants had merchandised food over what might be considered a generation, that eight years in those times were practically a generation in merchandising of any kind, and the restaurants had been in operation for eight full years so that it was not too surprising that they needed reexamination. He said he had never been enthusiastic about the restaurants but they had been good operating restaurants. The Chairman said that on his trip he compared the Ohio Turnpike service plazas with areas called service areas elsewhere. He said he found the Ohio Turnpike plazas were pretty generally more commodious, more extensive in area than those elsewhere. He said the Commission had plenty of elbow room for its service plazas and could face the future assuredly with respect to whatever it had to do about its restaurant facilities and its service facilities for the public on the turnpike in the service plaza areas.

The Chairman said also that he visited restaurants operated by many operators and there was not a great deal of difference in the presentation of the food elsewhere from the Ohio Turnpike. He said some of the facilities elsewhere were much better designed than those on the Ohio Turnpike but the general presentation was not much different. He said the rest room facilities on the Ohio Turnpike were too congested.

He said reexamination had to be given to the dining area including the counter area. The Chairman said he did not think the counter area had been emphasized to the extent that it should have been. He said he thought the people should first get the introduction to the food facility through the counter because a lot of people took a look at the counter and did not bother with the dining room. He said he found especially that people liked to jump in and have breakfast. He said he found that some of the facilities did not open their dining areas at all for breakfast other than at the counters. He said he thought that probably was general.

The Chairman said also that in consideration of the restaurant problem the Commission had to take into account the round-the-clock service of the full restaurant facility when it was likely an economic burden on the operator and not as much service to the public as the Commission would like to believe. He said the Commission had to consider in certain areas limited schedules and must consider the advantage of vending machines. The Chairman said also that it was demonstrable that automobile service facilities had to be maintained generally as they were being maintained, except better. He said there was not place where the Commission had automobile servicing facilities where it was not necessary that they be maintained twenty-four hours a day every day in the year. He said he questioned, however, that it was necessary to provide the full restaurant service twenty-four hours a day at every facility available. He said he thought it was provable that on days like the 29th of January 1963 on the western side of the state there were facilities where only as much as \$8.00 was taken in between midnight and 8:00 in the morning. He said that did not help anybody, and in New York he found that some over-the-pike structures were in use for pedestrians to cross over and he thought the Commission had to give consideration to something like that. He said the structures were just as attractive as the bridges were and that, although he did not have a final view on the matter, he thought consideration had to be given to an over-the-road structure that would permit a motorist to stop for gasoline on one side of the road and who wanted a full meal that could not be procured from a limited service like a vending machine to cross over to the other side without the operator maintaining the facility on the one side. He said that by the same token there were great burdens of traffic at different times on the eastern side of the state. He said there would be a great surge for breakfast on one side of the road and in the facility on the other side there was nobody. He said an area would have a great crowd for dinner only and if the breakfast crowd was great, then the dinner crowd would be light. He said the things he had mentioned were among the reasons he had asked Mr. Donnelly to think boldy about the restaurants.

The Chairman adverted to what he had said about the restaurants at the meeting of the Commission on February 2, 1960 and read from the minutes of that meeting the following:

"The Chairman asked the Executive Director whether he and the Consulting Engineers had given consideration to the probability that the Commission was going to need additional service plaza facilities at different locations. \* \* \* The Chairman said he was of the opinion that the best possible design for Ohio Turnpike Service Plazas had not been obtained in the construction of the existing service plazas and he would recommend a reexamination. He said he would be outright opposed to a duplication of the existing design. He said the existing design was less than adequate, that it had not been as satisfactory or as efficient as the Commission had had reason to expect it to be. He suggested that consideration be given to the merit of the design involving a single unit over the highway which was being used some places."

The Chairman said also that he did find there was one facility in New York which was built in the median strip and which served both sides of the median. He said he did not think the Commission needed to do anything as extreme as that at that time. He said he thought there were other ways to get the most convenience and the most efficiency from the use of the existing facilities on the Ohio Turnpike.

The Chairman reported also that he wanted to congratulate the Executive Director and the auditor, Mr. Walter O'Grady, and the others who had so much to do with bringing to justice, if it were justice, certain collectors who had been stealing from the Commission. He said two collectors pleaded guilty before the municipal court of Ravenna and were fined a hundred dollars and costs. He said he was something less than impressed with the penalty because a penalty of \$300 and 90 days might have been given and it was his view that a toll collector who was guilty of stealing ought to be given the full penalty. The Chairman said that, as he understood it, the highway patrolman who was involved had not yet been charged. He said he thought that was regrettable. He said it was not the fault of the Ohio State Highway Patrol because he was informed that the highway patrol wanted to see the patrolman disciplined by the law just as much as the Commission did. He said he was of the opinion that the proper authorities should charge the patrolman who had been accused. He said he regretted for the whole highway patrol that even one patrolman went bad but in thirty years or more the highway patrol was in business perhaps that might be the only similar case. He

said the exception proved the rule. He said the patrol was made up of honest and honorable men. In response to a question by Mr. Redman the Executive Director said the court had ordered the two collectors who were fined to make restitution to the Commission. The Chairman said he was utterly unimpressed by what the collectors did as to restitution because they had done violence to the whole system of toll collection. In response to a question by Mr. Chastang the General Counsel said the collectors were charged with embezzlement of less than \$60 which meant that they could only be charged with a misdemeanor. The Chairman said the answer as to how the thefts could have occurred when the toll collection machinery ought to be foolproof apparently was, as the Executive Director had said, that the things human beings could build, human beings could defeat.

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

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

1. Accountants' Report, summary of rentals reported by service station operators for period July 1, 1962 thru June 30, 1963.
2. Traffic and Revenue Report for September 1963.
3. Financial Report as of September 30, 1963.
4. Budget Report, first Nine months of 1963.
5. Detail of investment transactions for October 1963.
6. Draft of the minutes for the October 1, 1963 meeting.
7. Accountants' report with respect to the Construction Fund for the period ending September 30, 1963.

The Chairman said that in the absence of any questions the report of the Secretary-Treasurer was accepted as received. He said that with the consent of Mr. Teagarden, the Chairman of the Committee on Service Plazas, Mr. Donnelly would give the report on service plazas in accordance with the request made by the Committee on Service Plazas for a preliminary report.

Mr. Donnelly reported that following the conversations which he had with the Chairman and the Executive Director, the Consulting Engineers had established a team to analyze the restaurant problem from beginning to end as far as the Ohio Turnpike was concerned. He said the team visited turnpikes in Indiana, Illinois, Pennsylvania and West Virginia. He said the team also analyzed all the statistics that the Commission had kept since the beginning of operation giving the peaks and valleys, et cetera of business at all the sixteen restaurant locations. He said the team also analyzed the complaints the Commission had received over the past year. Mr. Donnelly said the team found the complaints generally fell into three categories: (1) poor housekeeping, which encompassed more than just failing to wash floors and dusting the place and picking up debris but arose also from worn out and outmoded portions of the facilities such as the rest rooms and the lobby areas which although in themselves not poor housekeeping, contributed to poor housekeeping; (2) unattractive surroundings, both in and out of the buildings, which required that something be done to make the whole atmosphere more pleasant to the traveling public, and (3) poor food and gas service, which fell completely and wholly within the province of the operators, particularly where there had been time-consuming elements as far as the traveling public was concerned although, again, one had to come back to poor circulation and location of facilities and things of that sort.

Mr. Donnelly reported also that based on those general comments the Consulting Engineers had come up with some ideas which he described as preliminary recommendations to be discussed and developed in full by the Consulting Engineers and the Members of the Commission and its staff. He said that under the general heading of making the service plazas more appealing to the public he would like to bring out as a generality the improvement of the overall appearance and to point out just a few things that were affected thereby. He said that in the rest rooms the tile and particularly the terrazzo floor was of dark composition so that even if the floor were clean it gave the impression of being dirty. The Chairman said he agreed that the rest rooms on the Ohio Turnpike looked dingy by comparison with others. Mr. Donnelly said that that was something that could be readily fixed by redoing the interior, that it was one item that could be taken care of by lighter tile or lighter terrazzo. Mr. Chastang said he agreed with the Chairman and Mr. Donnelly in what they said about the rest rooms. He said that when one walked into the rest rooms they looked dirty and unkempt. He said he got the impression they looked so not only because of the tile but also because they were really dingy, small, improperly lighted, had dispensers that had things hanging out of them, had one or two faucets that were broken, and had urinals which stank.



Mr. Donnelly said also that the Consulting Engineers got into the matter of the size of the wash rooms and even got into flow of traffic. He said the Consulting Engineers had some drastic preliminary recommendations that the rest rooms should be done completely over, including the urinals, the stalls, the floors, et cetera. He said they wanted the size to be increased and wanted a complete renovation of the rest rooms, particularly in those plazas where peak traffic was experienced. In response to a comment by Mr. Teagarden concerning the three rest rooms which had been enlarged Mr. Donnelly said he thought those were serving the purpose well and that in appearance they were much lighter. He said the Consulting Engineers were not, however, completely satisfied with the flow in the enlarged rest rooms. He said they had not satisfied themselves that the arrangement was the exact arrangement that would be recommended for the remaining rest rooms.

Mr. Donnelly reported also that the next recommendation was to redecorate the lounge area. He said that was a relatively simple thing because there already was panelling on the walls and all that would be needed would be new draperies. The Chairman said he did not agree with that recommendation because he was of the opinion that the lounge area was an inefficient area and that if any redesigning of the lounge area were done it probably ought to be for the purpose of incorporating the lounge area within the area where food was dispensed. He said he questioned the validity of just doing the lounge area over to make it look pretty. Mr. Donnelly said the lounge area did serve a very useful purpose. The Chairman said he had observed that people did not hang around the lounge, they stayed in the vestibule and the vestibule got more congested than any place else. He said also that the lounges looked like junk shops. Mr. Donnelly said the Consulting Engineers agreed with that observation. He said they were suggesting that the lounge areas be cleaned out and be used as a lounge area. The Chairman said he did not find that the type of lounge on the Ohio Turnpike occurred in that kind of a facility elsewhere and he was of the opinion that the use of all that space for lounge area could not be afforded. He said he was of the opinion that the space could be used in conjunction with something else and an area provided between the vestibule and dining room where travelers who had become separated could re-assemble.

Mr. Donnelly said the Consulting Engineers were proposing changes in the entrance to the lobbies so that the lobbies virtually would be the vestibules, which would eliminate some crowding. The Chairman said he would not be satisfied to perpetuate the lounges in their existing form. He said he did not want to redo anything and make it look pretty unless it also was going to be convenient and useful. Mr. Donnelly said the Consulting

Engineers recommended that retail sales of all types: vending, candy, magazines, etc., should be moved out of the lounge area and that the gift shops should be enlarged.

Mr. Donnelly reported also that the Consulting Engineers recommended improvement of the decor of all public areas, including all restaurants, cafeterias, and family areas. He said the public areas should all be renovated with color schemes and draperies and accent panels should be provided. He said the decorating themes should be established in the main dining area and carried out throughout the remaining public areas. He said it was suggested that either an FM-radio or Muzak-type music be installed in all public areas and continuous music be provided.

Mr. Donnelly reported also that with respect to modifications of the interior arrangements the Consulting Engineers recommended that each service plaza should be studied from the standpoint of the type and volume of service required and the interior plan modified to satisfy those requirements. He said that recommendation got right to the question which the Chairman had raised about the location of the counter areas versus the dining rooms and the cafeterias, et cetera. The Chairman said it had always been his position that on the Ohio Turnpike the counter area was treated as if it were a second-class dining room, as if one were sort of down-grading oneself if one went back to the counters. He said that did not occur if the counter were offered to one in an attractive way.

Mr. Donnelly reported also that with respect to the exterior the Consulting Engineers felt that special architectural features or treatment should be provided to enhance the whole exterior appearance of the building, the treatment to be in keeping with the style and the plan of the building. He said the treatment might include something on top of the building, a cupola or some other adornment. Mr. Donnelly said also the Consulting Engineers thought a public walkway should be constructed from the parking areas to the entrance of the building. He said that could be done so that it would be architecturally pleasing and would have several advantages: protection in inclement weather, and a pleasing addition when tied into the entrance of the building. He said that associated with that suggestion was a strong recommendation that all parking be eliminated from in front of the building. He said that doing so would not only decrease the housekeeping problem, but would facilitate the flow of traffic to the service area portion of the plaza. He said studies were being made providing a new front entrance to the front wall of the lounge. He said the existing exterior entrance door should be removed and a permanent wall installed harmonizing with the adjacent glass

and aluminum panel wall. He said the new lounge entrance should contain a vestibule of sufficient size to eliminate the existing objections.

Mr. Donnelly reported also that the Consulting Engineers felt that the whole service plaza area should be relandscaped. He said picnic shelters should be provided which should be in keeping with the covered walks so that they would all tie to one architectural picture. He said he thought the terrace area in the patio should be enlarged and that a large portion of the area in the patio between the walks should be paved, additional tables, chairs and umbrellas provided, and a new entrance provided from the patio to the counter areas so that the latter would be readily accessible.

Mr. Donnelly reported also that the Consulting Engineers recommended that charter buses should be pulled to the rear of the buildings and entrance into the buildings be through the patio for charter bus passengers. He said the Consulting Engineers felt also that when buses came on the turnpike the drivers should be encouraged to notify the toll collectors where they wanted to stop for meals so that the restaurants could be prepared to handle such large numbers of travelers.

Mr. Donnelly reported also that the Consulting Engineers recommended that with respect to the restudying of the whole interior as far as service was concerned there should be more flexibility and the restaurants should be phased so that, if desirable, some portion of the cafeteria, the dining area, et cetera, could be closed down. He said sufficient sliding partitions should be made so that people coming in would not be dismayed by the large vacant areas and then want to sit in one of them where service was not being provided at the particular time. He said the Consulting Engineers found there were a lot of complaints in that general area. He said if travelers did not see the vacant areas, probably the number of complaints on that score should be reduced.

Mr. Donnelly reported also that the Consulting Engineers concurred that on the western end of the turnpike, particularly in some of the low-volume areas, the night traffic could be accommodated on one side by an attended vending service where travelers could get coffee and sandwiches, obviating the necessity for having a full-blown restaurant operation when there was absolutely no call, need or demand for it.

Mr. Donnelly reported also that the Consulting Engineers felt with respect to the gasoline service that consideration should be given to a dual pumping system at each of the gasoline dispensers which would let one man service two automobiles at the same time. He said it was

was thought that that would speed up a lot of the operations. The Chairman commented that the Commission was coming to an end of the period of the contracts with the service plazas concessionaires. He said the Commission was going to be seeking new bidders. He said the Commission was in a position to design what it needed. Mr. Donnelly said the Commission could demand that the second lane be operated. He said that would require additional personnel. The Chairman said that that could be demanded at once. He said the gasoline service operators could either put in double pumps or else man the extra lane.

Mr. Donnelly reported further that with respect to improving the site function and operation of the service plazas the Consulting Engineers recommended that bus parking should be designed to the rear of each building and that bus passengers should use the patio ramp to the restaurant and the gift shop. He said there should be a rear drive to accommodate that traffic. He said a rear drive would also facilitate matters for travelers who choose to purchase gasoline for their vehicles before returning to the parking lot. He said the rear drive would improve the circulation within the plaza considerably.

Mr. Donnelly reported further that with respect to additional service plazas the Consulting Engineers were assembling the predicted traffic volumes for Interstate Route 80, the direct route to New York through Pennsylvania; Interstate Route 90, Interstate Route 75, and Interstate Route 475, the latter two in the Toledo area. He said it was felt those four interstate routes would have the greatest impact and until the Consulting Engineers had made such an analysis and saw what the impact of the opening of those facilities would have upon the turnpike it would be a mistake to put in new restaurants. The Chairman said he was then of the opinion that the additional restaurants might never be needed at all. He said that if the Commission could make the most of what it had additional restaurants might not be necessary. The Chairman referred to the overhead restaurants on the Illinois Tollway. Mr. Donnelly said those restaurants presented many operational problems. He said the same thing could be achieved in a much more economical fashion and the operational costs of that particular concept thereby eliminated.

The Chairman said that on his trip he saw some very attractive structures for pedestrian crossovers and he was of the opinion that the ebb and flow of traffic on the opposite sides of the turnpike might thereby be accommodated. Mr. Donnelly said the Consulting Engineers agreed that pedestrian crossovers should be investigated in the areas of light winter traffic and of heavy summer traffic in order to balance the facilities.

The Chairman said he was not unwilling to see money spent on the restaurants because the restaurants had paid for themselves and were entitled to a redo. He said that if the Commission were in a conventional business and depreciating its structures as conventionally it would, a ten year period of depreciation might have been assigned to the restaurants.

Mr. Donnelly said that his report was only a broad statement of conditions the Consulting Engineers found. He said there were many facets that had to be studied in detail and fortified with exhibits and with statistics. The Chairman said that in what Mr. Donnelly and the Consulting Engineers had done they had thought boldly and had made bold and sweeping recommendations which was what the Commission was looking for.

Mr. Teagarden said he had called a meeting of the Committee on Service Plazas for November 7 at the Berea Administration Building. The Chairman said the Commission would call a special meeting any time that the Committee on Service Plazas and the Consulting Engineers decided there should be one. He said everybody could tell that everything that the Consulting Engineers recommended could not be accomplished between then and the first of May 1964. He said certain improvements could be accomplished and certain things would be accomplished and those that could be, would be.

The Chairman said that in the absence of further questions the report of the Consulting Engineers for 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 National Safety Council had released its accident statistics for the first nine months of 1963 for turnpikes and had related them to the first nine months of 1962. He said the Council had found that the fatal accident rate per one hundred million miles for all turnpikes was 1.8 and the death rate from those accidents was 2.3 per one hundred million miles. He said comparable figures for the Ohio Turnpike were 1.1 and 1.3, which were second only to those of the Garden State Parkway. He said that with respect to all accidents the average rate for all turnpikes was 101.0 for one hundred million miles and 83.6 on the Ohio Turnpike. He said three facilities: the Oklahoma Turnpike, the Garden State Parkway, and the New Jersey Turnpike, had accident rates lower than the Ohio Turnpike. He said the rates placed the Ohio Turnpike second of the 20 facilities reporting with respect to a fatal accident rate and fourth of 20 with respect to a favorable rate for all accidents.

The Executive Director reported further that the work of improving the surface of the ramps at the Cleveland Interchange at U. S. Route 21 had gone as far as it could in 1963. He said the process was a tedious one because of the fact that traffic had to be maintained. He said work had proceeded continuously throughout the summer and would be continued in the summer of 1964.

The Executive Director reported further that the two parcels of right of way required for following the recommendations of the Consulting Engineers with respect to stabilizing the roadway at milepost 15 had been acquired. He said the first stage of remedial work had been completed. He said the recommendations of the Consulting Engineers included the construction of a counterbalance fill in three lifts at approximate intervals of six weeks. He said the first lift of that fill had been completed.

The Executive Director reported further that his estimate of August 1, 1963 that the cost of completing the edge-of-pavement drainage recommended by the Consulting Engineers between milepost 141.0 and 151.1 would be \$200,000 was high because the low bid to perform the work was about \$126,000. He said that although there was some inconvenience to traffic in connection with that work it was about one-half done and there had been no unforeseen problems. He said the work was progressing nicely and with favorable weather would be completed within the next several weeks.

The Chairman said that in the absence of questions the report of the Executive Director would be accepted as offered. He determined that there would be no reports by the Director of Highways, the General Counsel, and the Director of Information and Research and that there would be no further reports by the Committee on Service Plazas or by the Consulting Engineers.

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

Resolution No. 13-1963

"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 October 1, 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 October 1, 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. 13-1963.

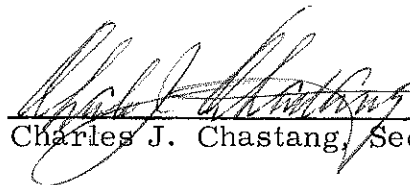
There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Redman, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

Ayes: Chastang, Redman, Masheter, Teagarden, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:40 P.M.

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



Charles J. Chastang, Secretary-Treasurer