

MINUTES OF THE ONE HUNDRED AND SEVENTY-FIRST MEETING  
January 7, 1964

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, Columbus, Ohio at 11:00 A. M., eastern standard time, on January 7, 1964 with the key members of the staff, representatives of the Consulting Engineers, Mr. H. A. Harnden and Mr. L. Frank Harris; a representative of the Trustee, Mr. Robert H. Bartholomew; a representative, Mrs. Russel Lucas, of the Auditor of State; members of the press and others in attendance.

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

Present: Redman, Chastang, Teagarden, Shocknessy.

Absent: Masheter.

The Chairman announced that a quorum was present. He said the Director of Highways was out of the city attending the funeral of his sister. He said the Director of Highways was represented at the meeting by the Chief Engineer of the Ohio Department of Highways, Mr. C. H. Makeever.

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

Nays: None.

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

The Chairman reported that revenue for the year 1963 was approximately \$26,850,000, which was about \$600,000 higher than any previous year. He said the Trustee purchased \$11,187,000 worth of Ohio Turnpike bonds in

the year 1963 which was a half million dollars more than any previous year, making a total of retirements of \$26, 620, 000 and making the Commission's outstanding debt less than \$300, 000, 000. He said the \$26, 620, 000 was better than the schedule under the prospectus of 1952. He said the Commission and the Trustee and everybody associated with the Commission could take special satisfaction in the fact that its debt was under \$300, 000, 000. He said that the retirements were nearly \$6, 000, 000 ahead of the very sanguinary expectations of 1952.

The Chairman reported further that the Commission's revenue for December 1963 was \$1, 890, 000, or about \$28, 000 higher than any previous December.

The Chairman reported further that there had been a lot of public discussion about the proposed interchange between the Ohio Turnpike and Interstate Route 71. He said a member of the House of Representatives of the United States and a United States Senator both were importuned by certain interests at Strongsville to put a stop to the direct connection and, without being fully advised, both congressman and senator gave what those people who talked to them thought was encouragement in the opposition to the interchange. He said that, however, both had indicated either by telephone or telegram that they did not intend to challenge the judgment of the Commission or the Director of Highways, that all either of them sought was assurance that those people who were protesting would get a hearing. The Chairman said the people concerned had been assured that they would get a hearing and that on Thursday of that week the I-71 liaison engineer of the Department of Highways, Mr. T. J. Kauer, representing the Director of Highways, and the Executive Director of the Commission, Mr. C. W. Hartford, would meet those people at Berea.

The Chairman said also that it became apparent while that controversy simmered it might be a good plan for the Commission to have a special committee of the Commission to work with everybody concerned on the interchange with I-71 and also on all other interchanges. He said the Commission was going to have interchanges with other roads as the programs of the state and federal governments proceeded and, accordingly, he suggested that Mr. Chastang assume that responsibility as chairman of a Committee on Interchange Development. He said the Committee would concern itself with all matters affecting changes in interchanges required by connections with other highways. The Chairman said Mr. Chastang had agreed to act as chairman of that Committee and with him on that Committee would be the Executive Director, the Deputy Executive Director, the Chief Engineer, the General Counsel, the Comptroller and the Director of Information and Research.

The Chairman said also that because that Committee was likely to require more time than could be conveniently given to it and have to carry another Committee, Mr. Chastang would retire as the chairman of the Committee on Budget and Finance and the Chairman would name Mr. Redman as his successor as chairman of that Committee. He said Mr. Redman was especially well prepared to handle that Committee. He said that since Mr. Redman had been on the Commission he had indicated great interest in budget matters.

The Chairman accordingly named Mr. Redman chairman of the Committee on Budget and Finance effective January 7, 1964. The Chairman said he felt pleased to have three Committees of the Commission established so firmly. He said that with Mr. Teagarden handling the service plazas and Mr. Chastang handling the interchanges and Mr. Redman handling the budget and finance he did not see how the Commission could be better organized. The Chairman said the Director of Highways and he worked together almost daily on matters affecting the turnpike and I-71 and even other highways so that he was of the opinion that the Commission had as competent an organization within the Commission itself as it would be possible to have. He said he was very happy to have Members who were so specifically qualified to do the jobs that were before the Commission at that time. He said the Turnpike Commission was pretty much a very vital, enduring thing because the turnpike was vital and enduring. He said the Commission had competent people and had a competent staff.

The Chairman reported further that the Federal Bureau of Public Roads had approved the construction of a direct connection between the Ohio Turnpike and Interstate Route 71 and that the Consulting Engineers had been working with the Executive Director on designs and so forth.

The Chairman reported further that the Director of Highways and he were very well pleased with the progress of completion of construction of Interstate Route 71. He said the Governor also indicated great satisfaction. He said that after all the good weather in 1963 the program was way ahead of schedule. He said the program would be completed on time.

The Chairman reported further that two patrolmen on the turnpike district of the Ohio State Highway Patrol were presented the Superintendent's Citation of Merit by the Superintendent on December 20 for the rescue, at the risk of their own safety, of an injured truck driver, pinned beneath his car by pipe spilled from his vehicle when it overturned on the turnpike on October 19, 1963.

The Chairman reported further that the first fatality of 1964 on the turnpike occurred on January 6 when an empty truck struck the rear of

a truck loaded with steel. He said the driver of the rear truck was knocked out of the cab and run over by his own vehicle. He said the Highway Patrol believed the driver of the rear vehicle may have been drowsy. He said the skid marks indicating braking were very short. The Chairman said he had sat at that table for years and years and talked about the inherent dangers from drowsiness and that there wasn't any doubt in his mind but that the greatest problems the Commission had had had been caused by drowsiness.

The Chairman reported further that although more passenger cars and more commercial vehicles by a substantial margin traveled the turnpike in 1963 than ever before in any corresponding period, the turnpike had its lowest annual rate of reportable accidents. He said the rate was 71.6 accidents per hundred million vehicle miles of travel and compared with the best previous rate the Commission had of 72.3 in 1961. In response to questions by the Chairman, Mr. Chastang and Mr. Redman signified that they accepted their respective committee assignments. The Chairman said that in the absence of further questions the report of the Chairman would be accepted as offered. He said the report of the Secretary-Treasurer would be received.

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

1. Traffic and Revenue Report for November 1963.
2. Accountants' Report, Summary of Rentals reported by Restaurant Operators for the period from October 1, 1962 through September 30, 1963.
3. Summary of Bond Purchases.
4. Financial Report as of November 30, 1963.
5. Draft of the minutes for the December 3, 1963 meeting.
6. Detail of investment transactions for December 1963.

The Chairman said that in the absence of any questions 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,

reported that the staff of the Commission had been working very hard on the program to improve the service plazas and he wanted to give his personal thanks to the Executive Director and the other members of the staff for their untiring work and effort put forth in bringing about the progress report to be made to the Commission. He said the Deputy Executive Director had been assigned to the project to see that it was carried through on schedule and on time. He called attention to exhibits of sketches prepared by the restaurant concessionaires showing what they hoped to have their respective restaurants on the turnpike look like when the improvements were completed. Mr. Teagarden then called upon Mr. Harris, the architect for the Consulting Engineers, to make the balance of the report for the Committee on Service Plazas.

Mr. Harris reported that he was presenting a progress report based on the Consulting Engineers' report dated November 29, 1963. He said that report had been used as a basis, that the recommendations had been expanded, and that progress had been made on the recommendations as he would describe. Mr. Harris said he would first report what had been accomplished to date and second the work that was scheduled to be completed by May 15, 1964 and third the work to be started the next summer and, hopefully, be completed by the end of 1964 and fourth a general statement of the work to be accomplished in the subsequent years. He said the project was a three or perhaps even a four-year job.

Mr. Harris reported further that contract documents - plans and specifications - were being prepared by the architectural firm of Heine, Crider & Williamson of Berea for four contracts - 40C, 41C, 42C, and 43C. He said contracts 40C and 41C involved relocation existing cooling towers and providing new cooling towers and tower enclosures for Indian Meadow, Tiffin River, Oak Openings, Fallen Timbers, Blue Heron, Wyandot and Commodore Perry Service Plazas, and for Middle Ridge Towpath, Portage, Brady's Leap, Mahoning Valley and Glacier Hills Plazas, respectively.

Mr. Harris said also that contracts 42C and 43C involved the refurbishing of the original public rest rooms at Indian Meadow, Oak Openings, Fallen Timbers, Blue Heron and Commodore Perry Plazas and at Towpath, Brady's Leap, Mahoning Valley and Glacier Hills Plazas, respectively.

Mr. Harris reported further that the work scheduled to be completed by May 15, 1964 included all work under contracts 40C, 41C, 42C and 43C plus the work under contracts 44C and 45C, which

included enlargement of the gift shops and modifications of the food service areas at selected pilot plazas. He said new cafeteria installations would be made under contract 44C at Commodore Perry and Middle Ridge Plazas. He said contract 45C involved Great Lakes, Towpath and Portage Plazas. He said Great Lakes and Towpath Plazas each had a cafeteria line but would be remodeled in accordance with the plan shown on the exhibit. He said that at Portage plaza the existing counter and dining area would be remodeled in accordance with the design identified as scheme B.

Mr. Teagarden commented that with respect to the new cafeteria lines to be installed at Commodore Perry and Middle Ridge Plazas he recalled that some time before the Committee had said no additional cafeterias were planned. He said the two new cafeterias were subsequently decided upon in order to carry through the changed program for improving restaurant service.

In response to a question by the Chairman as to the willingness of the concessionaires to have the adjustments made, the Executive Director said he thought the exhibits presented at the meeting by the concessionaires were a pretty good indication of the extent of their cooperation. In response to a question by the Chairman as to whether the concessionaires were seeking any contract change or seeking anything from the Commission in order that the adjustments be made, the Executive Director replied in the negative. Mr. Harris said that the exhibits displayed which referred to the Holiday House restaurants were prepared by the architectural firm of The Backus Associates, Inc. of Cincinnati, Ohio for the Gladioux Corporation. He said the exhibits followed very closely the plan modifications set forth in the Consulting Engineers' report. He called attention to the sketches submitted by the architects which suggested interior treatment, materials, fabrics and color schemes they proposed for the different restaurant areas. Mr. Harris said the sketches relating to Howard Johnson's restaurants were prepared by the architect for Howard Johnson Company, Mr. Joseph A. Cicco. He said the sketches identified as Alternate Scheme A were for modifications to be accomplished at Great Lakes and Towpath Plazas, and that sketches entitled Scheme B involved proposed changes at Portage, Brady's Leap, Mahoning Valley and Glacier Hills Plazas.

Mr. Harris reported further that contract 46C incorporated the work required to provide a travel-trailer park at each of the following plazas: Blue Heron, Wyandot, Portage and Brady's Leap. He said overnight occupancy was contemplated. He said electrical service would be provided at each parking space, and that a sanitary station and a water station would serve each park. The Executive Director

the small tourist trailers were becoming quite popular and the sale of them had advanced by leaps and bounds in the last two years. He said there were many of them on the turnpike and that a great surge of that type of traffic was expected with the coming of the New York World's Fair in the spring of 1964. He said the staff had been in conference with the National Association of Trailer Manufacturers and with another organization which dealt mainly with one specific type of trailer in regard to the need for the type of accommodations being discussed. He said efforts had been made to interest off-turnpike facilities to construct this type of facility and relieve the Commission of the necessity of doing so but the efforts had been unsuccessful and there were not adequate accommodations along the route of the turnpike. He said that as a result the four sites were selected in cooperation with the Association. He said the Association had approached the Indiana Toll Road Commission about providing the same sort of facilities.

The Executive Director said also that provision of the facilities for travel trailers was an innovation but that the trailer and the problem it presented existed. He said the trailer parks would not be open before 4:00 o'clock in the afternoon and would be closed at 10:00 o'clock in the morning. He said the parks were very simple, consisting of just a pad or a location for the trailers overnight. In response to a question by Mr. Chastang, the Executive Director said that provision of the facilities would not place the Commission in competition with motel operators. He said the travel trailers already were being parked at the service plazas over night and that the occupants slept in the trailers. He said the staff believed the trailers were going to present a very serious problem in the coming summer. He said it was hoped that it would not be necessary to expand the four sites selected for the parks. He said it was hoped that private enterprise eventually would recognize the need to provide such facilities so that the Commission could then be relieved of the responsibility. In response to a question by Mr. Chastang, the Executive Director said it had been recommended by the Association that a charge be made for use of the trailer park and that the charge be \$1.50 to \$2.00 a space per night. He said there would be rigid rules with respect to sanitation and that probably one of the service plaza concessionaires, perhaps the restaurant operator, would police the parks. In response to a comment by Mr. Chastang, the Executive Director said that one reason for providing the trailer parks was to get the trailers out of the automobile parking lots where there was some hazard to children traveling with the trailers. He said that in the automobile parking lots the trailers could not be backed up very handily and occupied more space than could be afforded for them.

Mr. Harris reported further that the portions of the program he had described comprised the work to be accomplished by May 15, 1964. He said the work contemplated by contracts 47C through 53C would be started during the summer of 1964 and hopefully would be completed by the end of 1964. He said contracts 47C through 50C involved enlarging the original rest rooms at four service plazas similar to the rest room enlargement accomplished at Erie Islands, Vermilion Valley and Great Lakes Plazas. He identified the contracts by the plazas involved as follows: 47C, Tiffin River; 48C, Wyandot; 49C, Middle Ridge; and contract 50C, Portage.

Mr. Harris said also that, under the proposal to select pilot plazas at which various portions of the program would be carried out, work under contract 51C, which included a new front entrance to the buildings, a new canopy, and remodeling of the existing lounge areas, would be performed at Middle Ridge and Vermilion Valley Plazas. He said that in subsequent years similar work would be accomplished at other plazas. He said that under contract 52C, which involved site modifications such as moving the curb in front of the building entrance further out in order to discourage parking in front of the buildings, the pilot plaza also would be Middle Ridge and Vermilion Valley. He said the pilot plazas for contract 53C, which included general landscaping and the provision of picnic shelters, would again be Middle Ridge and Vermilion Valley.

Mr. Harris reported further that work to be accomplished in subsequent years would include the work he had already described to be performed at the plazas not included in the 1964 work program plus all the items of work not reiterated in his report but included in the written report dated November 29, 1963 of the Consulting Engineers. He said the progress report was submitted by the Members of the Service Plaza Committee and by the Consulting Engineers as prepared and composed at the meeting of the Committee the previous afternoon.

The Chairman said he had received a letter from Miss Grace Goulder, who was a woman of great distinction who had written for The Plain Dealer many, many years. He said Miss Goulder said that everything she read about the changes the Commission was making in the turnpike restaurants dealt with things other than food. He said she asked what the Commission was going to do about the food and said that the food was unappetizing and tasteless. He said the Director of Information and Research advised Miss Goulder that everything the Commission was doing was directed toward the ultimate result of better food and better service but in order to provide better food service it was going to require some changes in facilities, and incident to all the better food would be produced. The Chairman said also that he did not want to overlook as



the restaurant matters were being discussed that what the Commission was really seeking was better food service for the public. He said all the things discussed were directed toward better food service, that even better merchandising of food was better food service. He said that therefore he assumed that what was contemplated by the Committee was better food service.

Mr. Teagarden thanked Mr. Harris for making the report on behalf of the Committee. He said the project was going to require at least three years and maybe four years to complete. He said the interior of the plazas mentioned would be completed by May 15, 1964 to the extent that when traffic started to build up the restaurant operators would have no excuse for not having proper facilities for giving better and adequate service to the public.

Mr. Teagarden reported also that the Gladioux Corporation on January 5, 1964 submitted a proposal to the Committee for conversion of the restaurants at Fallen Timbers, Oak Openings and Indian Meadow Plazas to vending machine service. He said the reason for the request was that for certain hours of the day from December to March those restaurants had been a losing proposition. He said the request was that from 3:00 o'clock in the afternoon until 7:00 o'clock the following morning food could be provided in vending machines. He said the Committee, after considering the request, decided to give the concessionaire permission to close from 9:00 o'clock or 11:00 o'clock in the evening until 7:00 o'clock in the morning at Fallen Timbers and Oak Openings Plazas. He said an attendant would be on hand at each plaza to keep things in order. He said the request specified use of four machines at each plaza, one machine for vending milk, one for cold foods, one for carbonated beverages, and one for coffee. He said patrons would be able to take their food to tables and sit down. He said the concessionaire had agreed that on week ends, if traffic were running heavy, regular restaurant service would be maintained. He said the Committee would supervise the type of food to be vended.

The Chairman said he had felt for a long time that the Commission had to face up to making some concessions with respect to the restaurants concerned. He said he thought the concessionaire should be relieved of maintaining a full complement of service and employees at the restaurants during at least one shift. He said he thought that when the automatic devices were used for the presentation of food there should be good, solid policing so that the Commission did not suffer any damage because of it.

The Chairman said the report of the Committee on Service Plazas was a very illuminating, enlightening and interesting report and would be

accepted as offered. He said the report of the Executive Director would be received.

The Executive Director reported that under date of November 14, 1963 the Commission made a request to the Director of Highways urging his attention toward furthering a request that had been made to the Bureau of Public Roads of the United States Department of Commerce for approval of incorporating that segment of the Ohio Turnpike between Interchange 9 and 13 in the National System of Interstate and Defense Highways. He said the request was made in the public interest to provide continuity of Interstate Route 80 across Ohio for those travelers not seeking destinations in the Cleveland area. He said the Director forwarded the Commission's request to the Bureau of Public Roads urging favorable action. He said that on January 2, 1964 the Commission was informed by the Director of Highways that no additional mileage was available at the time for allocation to new routes or for extension of existing routes of the authorized 41,000-mile Interstate System and that the State would renew its request if and when additional Interstate mileage became available.

In response to a question by Mr. Chastang, the Executive Director said Interstate Route 80 followed the Ohio Turnpike from the Indiana line to Interchange 9 at which point it left the Ohio Turnpike in a northeasterly direction and followed fairly closely the existing Brook Park Road across the Cleveland area, then turned south and reentered the Ohio Turnpike at Interchange 13. He said the distance between Interchanges 9 and 13 on the Ohio Turnpike was 35 miles and that Interstate Route 80 between those Interchanges would be nine miles longer. He said there was a substantial amount of traffic not seeking a destination in the Cleveland area. He said that when additional mileage on the Interstate System in Ohio became available there would be a good basis for renewing the request to the Bureau of Public Roads.

The Executive Director reported further that under date of December 27, 1963 the Commission received from the Consulting Engineers a very comprehensive report with respect to the interchange between the Ohio Turnpike and Interstate Route 71. He said the recommendations by the Consulting Engineers had been given to the Highway Department and that a conference was held that morning to determine procedures for furthering the Interchange.

The Executive Director reported further that during the construction of the turnpike the Commission had agreed to do certain work for the restaurant concessionaires through the Commission's contractors

with the Commission footing the bill initially and then billing the concessionaires subsequently. He said that in one case the Commission had a contractor with whom it had considerable difficulty and it required a few years to resolve his contract. He said that subsequent to that the Commission billed the concessionaire for work the contractor had done for the concessionaire under the Commission's contract and that because of the nature of the contract and of the work done and of the time it was done it was a very difficult problem but the problem had finally been resolved with the Gladieux Corporation and the Commission had received the corporation's check in the amount of \$100,000. He said there were currently no moneys due the Commission from the concessionaires for construction.

The Chairman said the report of the Executive Director would be accepted as offered. He ascertained that there would be no report from the Director of Highways. He said the report of the General Counsel would be received.

The General Counsel reported that the case of Harrison Construction Company vs The Joseph Buckeit and Sons Company and Ohio Turnpike Commission had been settled for \$60,000 pursuant to the agreement for settlement.

The Chairman said the report of the General Counsel would be accepted as offered. He ascertained that the Consulting Engineers had no further report. He said the report of the Director of Information and Research would be received.

The Director of Information and Research reported that the Commission had received a letter from a truck driver, Mr. Vincent A. Walla, of Youngstown in which he said "I would like to take this time to praise the Ohio Turnpike Commission and its personnel in connection with the rapid ashing performed on Friday, December 27, which allowed maximum safety for truckers in such weather, on the turnpike." The Director of Information and Research said Mr. Walla went on to say he did not have quite as good an experience on another toll road.

The Director of Information and Research reported further that since the Commission first published a listing of available public and private camping spots in the vicinity of the turnpike for people who liked to pitch tents or have their travel trailers parked overnight more than 150,000 of the listings had been distributed on request. He said a letter from The Camping Club of Great Britain & Ireland was received the previous day. He read from the letter as follows:

"With reference to the article in the December issue of 'Tent and Trail' would you be kind enough to forward to us the 'Camping Along the Ohio Turnpike' folder, as campers in this country are getting interested in camping in the States and we should be grateful for information."

The Chairman commented that it remained a fact that the Ohio Turnpike had never been closed for any reason. He said traffic had moved - always. He said there had been delays by accidents and that sort of thing but it had never been necessary to close any section because of snow, ice or any maintenance problem. He 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. 1-1964

"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 December 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 December 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 adopted with the four Members present voting in the affirmative. The resolution was identified as No. 1-1964.

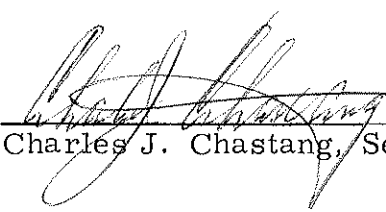
There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Redman, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

Ayes: Chastang, Redman, Teagarden, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:30 P. M.

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

  
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Charles J. Chastang, Secretary-Treasurer