

MINUTES OF THE ONE HUNDRED AND EIGHTIETH MEETING
November 3, 1964

Pursuant to call of the Chairman, the Ohio Turnpike Commission met in regular open 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 November 3, 1964 with the key members of the staff, a representative, Mr. H. A. Harnden, of the Consulting Engineers; representatives, Mr. Robert H. Bartholomew and Mr. P. Joseph Sesler, of the Trustee; a representative, Mr. Kenneth R. Ketcham, of the Ohio Trucking Association; members of the press and others in attendance.

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

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

Absent: None.

The Chairman announced that a quorum was present.

A motion was made by Mr. Redman, seconded by Mr. Teagarden, that the minutes for the meeting of October 6, 1964 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: Redman, Teagarden, Masheter, Chastang, Shocknessy.

Nays: None.

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

The Chairman reported that the revenue for the month of October was an estimated \$2, 326, 000 which made it the best October by a margin of \$153, 000 and brought the Commission's income for the first ten months of 1964 to a total of \$24, 532, 000 which was \$1, 467, 000 more than the revenue for the same period of 1963. He said the Commission would

exceed the estimated income - \$27, 000, 000 - for 1964 by a million dollars.

The Chairman reported further that in October 1964 Ohio Turnpike revenue bonds in the amount of \$2, 788, 000 had been purchased, making \$10, 630, 000 for 1964, and making a total retired of \$37, 250, 000, leaving an outstanding balance of \$288, 750, 000. He said the average purchase price was about 99.97.

The Chairman reported further that Interstate Route 71 would be opened from Harrisburg in Franklin County to Hamilton County and access would be given to Cincinnati by express highway on November 19. He said the Members had received a letter from Berea written by the Director of Information and Research on behalf of the Director of Highways inviting the Members to join the party which would assemble at Harrisburg at 8:00 o'clock in the morning. He said there would be four stops on the way to Cincinnati where there would be a luncheon at 12:30 P. M.

The Chairman reported further that the City of Strongsville had sued the Director of Highways to enjoin, among other things, the abandonment or moving of Interchange 10 of the Ohio Turnpike. He said he would make no comment on that matter, it being a matter pending before the court. He said the suit was filed in Franklin County. He said of course the Commission could not be sued in Franklin County so it was an interested observer and amicus curiae in the case.

The Chairman reported further that since the last meeting two conferences had been held on the matter of truck safety on the turnpike, one in the office of the Ohio Director of Highway Safety and the other at the headquarters in Berea. He said representatives of the Ohio Highway Patrol and the Ohio Trucking Association participated in both conferences. He said it could be said without reservation that the Commission had had a very nice response to its appeal to the trucking industry. He said many trucking companies had responded to a letter the Commission's Executive Director sent out and all had indicated willingness to cooperate in every possible respect and some had even been sending in their intra-company bulletins on the subject.

The Chairman reported further that he had received in his mail that morning from station WVTN a copy of an editorial.

He read the editorial as follows:

"Politicians quickly look for a scapegoat when public attention is focused on an unpleasant situation. Such was the case when a wave of

traffic accidents occurred on the 241 mile Ohio Turnpike.

"The Turnpike Commissioner absolved the Turnpike patrol and placed the blame on the 'failure of the traveling public to measure up to its responsibility'.

"Then the Commissioner pointed an invidious finger at the trucking industry by calling upon truck drivers to improve their safety record.

"This sounded like an indictment of the truck drivers, particularly the over-the-road operators who have an excellent over-all highway safety record.

"We come to the defense of these drivers because we have found a great majority of them courteous, helpful, considerate and law abiding - more so than any other group operating on the highways.

"We have seen them rushing to help motorists trapped in tangled cars. We have seen them set up warning signals in snow drifts, flooded highways, icy roads, and we have seen them help motorists with car troubles.

"Perhaps the truck drivers can improve their safety record to a degree. But we don't feel they should be singled out every time there is a traffic disaster.

"We are certain highway accidents would be reduced considerably if public officials would succeed in getting all motorists to abide by the highway courtesy code of the truck driver."

The Chairman said he had been grieving at that table over the number of accidents and it was true that the records showed - regardless of what the editorial writer thought - that the biggest percentage of the fatal accidents, 70% - involved truckers so that the record spoke for itself. He said the editorial said how nice truck drivers were. He said the Commission thought they were nice, too, but thought they were only human and when they over-extended themselves and became fatigued, regardless of their motivations, they suffered the infirmities that human beings suffer when they over-extend themselves and were fatigued and that trouble frequently ensued.

The Chairman said also that the Commission was making arrangements with the Director of Highway Safety at his suggestion to provide funds for 15 additional patrolmen for the turnpike. He said he

did not know when the Director was going to be able to have them available. The Executive Director said there could be a few available at once and that another class was graduating from the Highway Patrol Academy in February 1965. The Chairman said the arrangements being made were proof of what he had said at the last meeting - that any recommendations that the Director of Highway Safety made with respect to additional patrolmen would be honored and financed by the Commission. He said the Commission had not only honored that request with respect to additional patrolmen but had suggested that suitable arrangements be made whenever practicable to permit patrolmen to work overtime.

The Chairman reported further that the 32nd fatality of 1964 occurred on the turnpike since the last meeting. He said the driver of an automobile went to sleep and his vehicle struck another automobile. He said the record continued to prove what he had been saying for a number of years, that the basic cause of all accidents - fatal and otherwise - on the turnpike and on other similar roads was driver failure caused principally by inattention brought about all too frequently by fatigue.

The Chairman reported further that a man named Mr. Lincoln Oviatt of Wooster, Ohio sent a letter of complaint to the Commission with a copy to Governor Rhodes under date of October 26, 1964 in which he said he was given moldy "hot dogs" at Wyandot Service Plaza on the 25th of October. He said Mr. Oviatt said it took 15 minutes to get them. He said the Commission made quite an extensive investigation including a call upon Mr. Oviatt personally by the Director of Information and Research. He said the Supervisor of Service Plazas had made an investigation and directed a memorandum to the Executive Director under date of October 29, 1964. He read from the memorandum as follows:

"The writer was disturbed over this complaint and had the manager of Wyandot Service Plaza, Mr. Ralph Settlemier, call Mr. Oviatt on Tuesday, October 27th at approximately 1:30 P.M. with Mr. Lyle Kibbel and myself listening in on the conversation. Mr. Oviatt stated that he was very upset before he came into the plaza but gave no reason for it. He then stated that he wanted four hot dogs and only two were available in the hold box and he was forced to wait 5 minutes while the boy went into the kitchen and brought back the additional two. Mr. Settlemier then asked Mr. Oviatt if all four hot dogs were moldy and the answer was a definite 'yes'. He further stated that he felt the turnpike commission was doing a poor job in adequately servicing its patrons and have a captive audience and better food arrangements should be made to serve these patrons.

"It is difficult for the writer to understand how Mr. Oviatt could have possibly received moldy hot dogs since they are a smoked product and do not get moldy unless they set in a moist place for a long time. Even then all traces of mold would disappear upon cooking. Mr. Oviatt was sold two freshly cooked hot dogs from the kitchen for which he stated he waited 5 minutes and could not have been in the state of deterioration he claims. If a wiener product sets too long it will have a tendency to turn color which might have given him the impression that something was wrong with the product.

"The two main points that he stresses in his letter is the period of time he waited for service (15 minutes) which he admitted on the phone was 5 minutes. Secondly that the hot dogs were moldy but in my mind this could not have happened."

The Chairman directed the Executive Director to write a letter to Mr. Oviatt and let him know that the Commission was keeping his complaint fresh before it. He said to inform Mr. Oviatt that the Chairman read his letter publicly at the Turnpike Commission meeting to the Members. He said to tell Mr. Oviatt also that the Commission was certainly very serious about being sure that food served by its purveyors to the public was palatable to the taste.

The Chairman reported also that the Greyhound Highway Tours, Inc. wrote to the Commission to inquire of the service plazas where cafeteria service was available so it could make up its schedules on the basis of stops at cafeteria plazas because, the bus operators said, "this type of service saves us considerable time on our Tours".

The Chairman asked Mr. Bartholomew to introduce Mr. Sesler. The Chairman welcomed Mr. Ketcham to the meeting and said he would be glad if he would come back every meeting. He said he wanted Mr. Ketcham to know that the Commission had no complaint against his industry as an industry. He said his industry was as important to the Commission as any industry could be and the Commission would defend it against criticism any time it was unwarranted. He said he did not have to tell Mr. Ketcham on behalf of the Commission that the Commission had got a problem. He said the problem spoke for itself.

The Chairman reported further that he had before him a clipping from The Cleveland Press of November 2, 1964 in which the writer, Mr. Jack Ballantine, said that the turnpike record for accidents was high and the I-71 record was low. He said there were so many things Mr. Ballantine did not advert to in the article that he did not think it said

anything more than just that. He said the Commission did not have statistics on I-71 which would have permitted a comparison as to the number of commercial vehicles on I-71. He said he believed that the commercial vehicle use of I-71 was lower in percentage than commercial vehicle use of the turnpike. He said the turnpike was the most heavily used road in Ohio and was bound to have more accidents. He said he could not get anything special out of the article.

The Chairman said that in the absence of comment or discussion, 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 September 1964.
- 2 - Financial Report as of September 30, 1964.
- 3 - Budget Report, First Nine Months of 1964.
- 4 - Draft of the minutes for the October 6, 1964 meeting.
- 5 - Detail of Investment Transactions for October 1964.

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

The chairman of the Committee on Service Plazas, Mr. Teagarden, reported that planning for the 1965 restaurant remodeling program was progressing quite rapidly. He said the staff met with the restaurant operators on October 16, 1964 and announced the 1965 remodeling program. He said both restaurant operators expressed satisfaction with the extent of the program. He said various remodeling plans were discussed and as a result of the continuous study and planning during the previous summer, the restaurant operators and staff were almost immediately in agreement on basic design plans for the 1965 remodeling program.

Mr. Teagarden reported further that the remodeling plan which was used at Great Lakes Service Plaza in the 1964 program was adopted as the basic plan for the remodeling at Portage and

Mahoning Valley Service Plazas and the remodeling plan used at Middle Ridge Service Plaza was adopted as the basic plan for the remodeling at Erie Islands and Vermilion Valley Service Plazas. He said some adjustments in design, equipment and materials were agreed to. Mr. Teagarden said also that the restaurant operators were given two weeks to develop sketches for all proposed changes and the sketches had already been furnished and reviewed. He said the sketches submitted by Howard D. Johnson Company had been accepted by the staff and the general consultant and turned over to the Commission's architect for development of contract plans and specifications. He said the sketches submitted by the Gladioux Corporation were not fully accepted by the staff and the general consultant. He said that, accordingly, a second meeting was held with representatives of the Gladioux Corporation on October 29 and all matters of differences were resolved. He said the Gladioux Corporation was given one week to revise and resubmit sketches which were due on November 5. Mr. Teagarden said also that a tentative schedule had been adopted providing for construction to begin early in January 1965 and completion of all work by April 30, 1965. He said that would give a longer construction period and an earlier completion date, which would be advantageous to both the operators and the Commission.

Mr. Teagarden reported further that during the third quarter of 1964, while traffic past the door increased an average of 8.4 percent, restaurant sales increased 6.2 percent over the third quarter of 1963. He said one of the remodeled restaurants - Commodore Perry - had an increase of 14.1 percent, the highest increase of any restaurant on the turnpike. He said that of the other remodeled restaurants, Middle Ridge had an increase in excess of the average and Great Lakes and Brady's Leap had increases below the average. He said the substantial increase at Commodore Perry no doubt had some effect on business at the next service plaza where sales increased only 1.4 percent, the lowest increase of all restaurants.

Mr. Teagarden said also that all the Members of the Commission had had a report from the Comptroller on the restaurants for the third quarter of 1964 compared with the summer of 1963 and it was observed there were increases at all restaurants. Mr. Teagarden and the Comptroller agreed with the Chairman when he said there were many inconsistencies in the results reported; that the results did not relate to traffic pattern and they did not relate to improvement in facilities. Mr. Teagarden said that restaurant sales increases could not be related with any authenticity to the remodeling program or to

an increase in traffic by the door as changing traffic patterns, improved off-turnpike food facilities and driver habits had their effect. He said that, for example, the remodeled Great Lakes restaurant had only a 4.2 percent increase in sales, yet traffic by the door increased 9.8 percent. He said that in that case a reasonable determination could be made that the opening of Interstate Route 90 closer to Cleveland caused some loss in passage of long-distance travelers at Great Lakes Service Plaza and the increase in traffic primarily comprised short distance travelers not making food stops. He said that for another example the Vermilion Valley Service Plaza restaurant had only a 1.4 percent increase in sales yet traffic by the door increased 7.8 percent. He said that in that case the Committee believed it to be attributable to improved food facilities both at the advance plaza on the turnpike and at Cedar Point. He said Vermilion Valley Plaza was the first plaza for eastbound travelers departing from Cedar Point. He said the Sunday evening business was not as great at that plaza the past summer as it had been before improvements were made in food facilities at Cedar Point. He said the visitors to Cedar Point evidently had their food before they left there.

Mr. Teagarden reported further that contract work was progressing on the enlargement and remodeling of the public rest rooms at Tiffin River, Wyandot, Middle Ridge and Portage Service Plazas. He said the new women's rest rooms were open at three of the plazas, the only exception being Middle Ridge Plaza. He said the contractor on that plaza was put on notice the previous week that the contract must be completed by December 18, 1964.

The Chairman said that in the absence of further comment the report of the Committee on Service Plazas would be accepted as offered. He said the report of the Committee on Interchange Development would be received.

The chairman of the Committee on Interchange Development, Mr. Chastang, said the report of the Committee would be given by the Executive Director. The Chairman said the report of the Committee on Interchange Development and the report of the Executive Director would be received.

The Executive Director reported for the Committee on Interchange Development and for himself that on October 13, 1964 a conference was held at the Administration Building with representatives of the Department of Highways from the Division Office in Ravenna and the central office in Columbus to discuss further problems of interchanging traffic between the Ohio Turnpike and proposed new interstate routes at Interchanges 15 and 16.

The Executive Director said also that solutions at both those locations were very difficult to obtain, with four basic problems having to be considered. He said the problems were:

- 1 - Interchange of traffic between the Ohio Turnpike and the interstate route.
- 2 - Service from the turnpike to the area locally provided by the existing interchange.
- 3 - The need to provide facilities for the collection of tolls, and
- 4 - Economics of construction.

The Executive Director said also that the initial approach in resolving those problems was an effort to accommodate all four basic considerations. He said that in doing so the designs obtained to date had indicated a disservice to through traffic because of circuitous routing and would not be acceptable designs under modern concepts and standards of design if the Ohio Turnpike were not a toll road. He said that, further, it was believed that those designs would not be adequate to service interchanging traffic at the time the Ohio Turnpike should become toll free and would require reconstruction at that time. The Executive Director said also that obviously some sacrifices must be made to obtain adequate design. He said that whether those sacrifices would result in less efficient operation of the turnpike in the collection of tolls or in less convenient access from and to the local areas then served by the existing interchanges was not known. He said alternative solutions to the designs considered to that time were being explored by the conferees in an effort to provide the best solutions possible. He said it was hoped that acceptable solutions would be forthcoming in the near future.

The Executive Director reported on his own behalf that on October 19, 1964 a conference was held in the office of Mr. Warren C. Nelson, Director, Ohio Department of Highway Safety. He said that in addition to Director Nelson, the conference was attended by representatives of the Ohio Highway Patrol, the Ohio Trucking Association, the Ohio Turnpike Commission and its Consulting Engineers. He said the purpose of the conference was to explore possible means of improving the accident experience on the Ohio Turnpike.

The Executive Director said also that the Department of Highway Safety proposed the assignment of 15 additional patrolmen to the turnpike

as patrolmen should become available. He said that would increase the complement of patrolmen assigned to District 10 (the Ohio Turnpike District) from a total uniformed division of 76 to 91. He said it was suggested that until such time as those new men should become available the existing personnel be authorized to work overtime on a voluntary basis not to exceed one additional day per week. He said overtime for patrolmen assigned to the Ohio Turnpike was authorized by the Commission several years before to be used at the discretion of the Commander of District 10.

The Executive Director said also that Director Nelson further expressed the need for legislation to permit the use of unmarked patrol cars and the lifting of the mandatory requirement for signs when radar and aircraft were used.

The Executive Director said also that the Ohio Trucking Association representatives expressed all possible cooperation in the Commission's effort to improve the accident experience on the turnpike and suggested a conference be held in Berea with their Council of Safety Supervisors. He said that conference was held October 30 and was attended by approximately 35 representatives of the Council, many of whom were safety patrolmen. He said emphasis was placed on difficulties experienced by the safety patrolmen in effective operation of the turnpike and a number of recommendations were made. He said those recommendations were under consideration and a further conference would be held with representatives of the Association. He said it was believed that improvements and effectiveness could be obtained in several areas. The Chairman said that the Commission's reaction to the Director of Safety's recommendations with respect to additional patrolmen was proof of the validity of what the Commission said at its last meeting that it would support any recommendation the Director might make with regard to personnel, financially and otherwise.

The Executive Director reported further that arrangements had been made with the Ohio State Department of Education to retrain those maintenance employees having had previous training in proper fire fighting procedures and to train new employees in those procedures. He said schools would be held at four locations on the turnpike beginning that day, with two schools in operation at a time. He said that because only one-half of the personnel could be spared from each maintenance building at a time, the entire procedure would involve four days. He said every effort was made to make those schools as realistic as possible with examples of most fire types likely to be encountered by employees of the Commission. He said junk automobiles for that purpose were furnished

by the disabled-vehicle contractors on the turnpike. He said the training was considered to be a very important aspect of providing services to patrons of the turnpike because the nature of a limited-access highway made it difficult for local agencies to respond quickly to fire calls. He said that in 1963 the Commission's fire trucks responded to 312 calls on the turnpike and outside assistance was called only 19 times. He said vehicles of patrons were involved in 185 fires and there were 113 grass fires and 14 miscellaneous fire calls.

The Executive Director reported further that several years before the Cuyahoga County Board of Elections requested that the Commission give consideration to permitting the use of the employee's lunch room at the Administration Building for voting purposes. He said the Commission agreed to trial use and because there were no problems in that use, the Commission had continued that permission and voters from several precincts would again cast their votes that day in the Administration Building in Berea, including a number of the Commission's employees.

The Chairman said that in the absence of questions the report of the Executive Director on behalf of the Committee on Interchange Development and of himself would be accepted. He ascertained that the Director of Highways, the General Counsel, the Consulting Engineers and the Director of Information and Research had no reports to make.

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

Resolution No. 14-1964

"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 October 6, 1964, 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 6, 1964 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, Redman, Chastang, Masheter, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted with all Members voting in the affirmative. The resolution was identified as No. 14-1964.

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 the 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 11:57 A. M.

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



Charles J. Chastang, Secretary-Treasurer