

selected locations, rather than a large number of smaller areas. It is believed that close observation of driver habits on the road, combined with the services of professionally trained landscape personnel, is the key to good turnout and rest-area design.

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PARKING TURNOUTS AND REST AREAS FROM THE POINT OF VIEW OF STATE PARKS

Abstract of Discussion by

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THE AUTHOR expressed his appreciation of the information furnished by the highway departments of states east of the Mississippi in response to his written queries regarding turnouts and rest areas. His survey indicated that the need for off-road parking space and for areas for rest and incidental recreation is now recognized. Nearly all of those states agree that such driver services are essential.

Because only in recent years have most states begun to provide turnouts and rest areas, full consideration does not appear to have been given to adequate classification of services to be provided in the design of such areas. Nor has maintenance after construction been fully considered in some cases. The public has come to expect provision for comfort, rest, and passive recreation in its rest areas. Only essential services such as toilets, tables, benches, and fireplaces, and water supply should be included. All facilities must be designed for easy, low-cost maintenance, because maintenance begins when areas are opened to public use and never ends.

Maintenance must be considered in selection and acquisition of rest-area sites, in design of the area, and of each of its facilities and structures.

State parks and roadside rest areas tend to complement each other as closely related public services. If either the state park division or the highway department has the trained personnel required for good rest-area design, either agency may equally well select, design, and operate roadside rest areas and facilities along a state-highway system. As a rule in past years, state-park departments have had more well-trained landscape designers than have highway departments. /AUTHOR/

The traveling public will be best served if state-park departments and state-highway departments cooperate in every possible way on roadside rest-area development.

REST AREAS ON A STATE HIGHWAY SYSTEM

Abstract of Discussion by

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THE REST AREA along main routes of travel is as old as history. The oasis on desert caravan routes, the railroad terminal, and the modern rest area or roadside park all serve similar purposes of providing a resting place for tired travelers.

The State of Ohio has, at this date, 283 roadside parks or rest areas complete-

ly equipped with water, toilets, tables, benches, and fireplaces open for free use by the motoring public.

Land for these roadside parks is usually acquired by gift from interested individuals or civic organizations. Whenever a road is relocated, potential rest-area sites are studied for development. Rough areas not suited for agriculture are often selected. Attractive roadside sites owned by the state departments of natural resources, forestry, and other agencies have also been made available to the highway department. Sites that require large expenditures for grading and those within the corporate limits of towns or cities are not considered acceptable.

Park sites are developed under the supervision of professional landscape architects. Facilities provided have this priority: parking space, toilets, tables, water, fireplaces or ovens, and other features such as shelters, walks, fences, footbridges, and planting.

Parking space is designed with clear vision at driveway entrances and exits and separate space for passenger vehicles and trucks. Toilets are usually of the privy type with watertight concrete vaults.

Picnic tables are of heavy timber.

Simple stone fireplaces are provided with a supply of wood from park clearing activities.

Hand pumps provide drinking water which is periodically tested by state health authorities. Drilled wells are usually installed with standard two-post well shelters.

Native stone and salvaged brick are preferred materials for rest-area structures. /AUTHOR/

Shelter house, toilet, fireplace, and guardrail units are designed in the drafting room and prefabricated in the shop during winter months. All below-ground construction features are of concrete. All above-ground timber is dip-treated with pentachlorephenol after the sawing and boring of bolt holes.

Toilets are partially screened by planting. Care is taken to protect existing growth.

Maintenance is by highway-department caretakers, and every effort is made to keep roadside parks clean at all times. Education of the public is necessary to obtain cleanliness and to control vandalism.

Good signs for advance warning to approaching traffic and at the rest-area entrances are important parts of the installation.

Tourists from outside Ohio use our roadside parks, enjoy them, and help to spread the word of safer and more pleasant travel through adequate installation of roadside rest areas or parks, roadside tables, scenic overlooks, and truck turnouts.