

MINUTES OF THE TWO HUNDRED AND FORTY-NINTH MEETING
April 6, 1971

Pursuant to bylaws the Ohio Turnpike Commission met in regular session in the conference room of the Ohio Department of Highways building at 139 East Gay Street in Columbus, Ohio at 11:00 A. M. on April 6, 1971 with the key members of the staff; a representative, Mr. John A. Blum, of the Office of the Auditor of State; a representative, Mr. H. A. Harnden, of the Consulting Engineers; a representative, Mr. John C. Ruetty, of the Trustee; 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 (during roll call but arriving shortly thereafter): Richley.

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 March 2, 1971 which had been examined by the Members 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: Redman, Teagarden, Chastang, Shocknessy.

Nays: None.

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

The Chairman reported that he was advised the past Friday that Mr. T. Henry Boyd, retired partner of Blyth & Co., Inc., who was one of the managers of the syndicate which financed the turnpike, along with his wife, died rather tragically in Florida the past week. He said that since both were gone and the Commission did not know the address of the surviving son, there was nobody to whom the Commission could express its sentiments of sorrow but the minutes of the meeting would show that the Commission noted the passing of its friend, Henry Boyd.

The Chairman reported also that the revenue for the first quarter of 1971 was some \$7,512,000, which was approximately \$64,000 more than the income for the first three months of 1970 but the income for the month of March itself was \$220,000 less than March last year. He said a large portion of the difference was accounted for by the accounted for by the occurrence of Easter and the Easter week end in March in 1970 as contrasted with April in 1971.

At this point Member ex officio, J. Phillip Richley, entered. The Chairman said the minutes had been approved. Mr. Richley agreed that since he had not been present the last meeting he need not vote on the minutes.

The Chairman reported also that The Blade of Toledo, Ohio and The Journal of Lorain, Ohio had both editorialized on the ban on the use of the Ohio Turnpike by mobile homes over 12 feet in width. He directed that the editorials be made part of the record of the meeting. The texts of the editorials follow:

The Blade - "12 Feet Or Park It!

"The Ohio Turnpike Commission has stepped in at a strategic moment to halt the further hauling of mobile homes more than 12 feet wide. These traveling subdivision, built by an industry that is fast learning to emulate truckers when it comes to grabbing an ever bigger share of the public highways, are a menace to the safety of motorists when they sprawl beyond the 12-foot-wide-lanes.

"The commission's April 1 'stop order' on these behemoths that stick out so wide they cannot be accommodated through the turnpike toll lanes should be appreciated by more than Ohioans. The pressure of the house-trailer industry up in Michigan is so intense that the Legislature there is being sandbagged into extending the limit to 14 feet!

"It may be that the turnpike commission's timely announcement will help relieve some of that political pressure, applied first in one state, then in an adjoining one, in terms of 'killing' or 'saving' an industry. At least it will keep these wide-width house trailers off the Ohio Turnpike.

"Increasingly, the opportunities for transporting new and different prefabricated products have grown with the improvement of the highways. But the roads are built primarily for automotive travel and were designed with motorist safety in mind. The problems these big

commercial vehicles pose with their over-long, out-size dimensions are close to overpowering.

"At a time when the pressures are for wide roads and heavier loads simply because industry wants to move bulky cargo over the highways, the turnpike commission's reaction in behalf of the public's safety is most welcome."

The Journal - "Highway Behemoths in Check

"Movement of traffic on a major north-south highway came to a halt. The line of waiting cars grew longer and longer. Perplexed drivers got out to try to see what was causing the blockade.

"Finally the answer was revealed. One of the 'Wide Load' mobile homes had been crossing a bridge. It took up so much space that two-way traffic was impossible. The police had to get in the act to halt all vehicles until the crossing was completed.

"A step has now been taken in Ohio which may slow down the growth of these behemoths of the highways. The Ohio Turnpike Commission has taken action to ban from the toll road mobile homes more than 12 feet wide. Models 14 feet wide are gaining popularity in some localities.

"Mobile homes are winning the approval of more and more buyers, but there is a practical limit to the size of such structures on the highways. The Turnpike rule may set that limit at 12 feet in width."

In response to a question by Mr. Chastang, Mr. Richley said that the past fall his predecessor as Ohio Director of Highways, Mr. P. E. Masheter, did approve a directive under certain conditions permitting 14 foot wide equipment to be moved. He said he had not had a chance to review or modify the directive in any manner. The Chairman said the Commission was advised of that but Mr. Richley could do as he pleased about it. He said such movements were not his idea of a safe condition. He said The Blade was rather sensitive in its editorial because of what was going on in Michigan where there was inclination to have the Legislature pass a bill permitting such movements.

The Chairman reported also that The Wall Street Journal and some other media had been commenting on the plight of the Pennsylvania Turnpike financially and he was reminded that it had been the Commission's purpose to pay off its debt as fast as it could so that in the event of any conditions in any way similar to those confronting Pennsylvania,

the Commission's debt would be manageable. He said that presently the Commission's debt was manageable to the same degree that it was expected to be when the last projection was made several years before.

The Chairman reported also that there were two fatal accidents in March, each resulting in a death.

The Chairman reported also that a letter had been addressed to him by Frank Siedel of Cleveland with copies to various newspapers concerning the enforceability of the 40-mile-per-hour speed limit signs posted on the turnpike in the event of adverse weather or road conditions. He said the Ohio State Highway Patrol made a very satisfactory statement to The Plain Dealer of Cleveland about the situation. The Chairman said Mr. Siedel had been informed that the Commission had the whole matter under study. He said he did not consider that those 40-mile limits were not enforceable but that that was something that would have to be determined and he supposed the Superintendent of the Highway Patrol, Col. Robert M. Chiaramonte would have to be advised by the Attorney General as to the validity of the Commission's rules and regulations on that point. He said the Executive Director, Allan V. Johnson, was going to have a conference with the Superintendent of the Highway Patrol on the matter.

The Chairman said he was very pleased with recent letters written by the Executive Director to three members of the General Assembly in response to inquiries received from them. He directed that the letters be made a part of the record of the meeting. The letters follow.

" February 23, 1971

"The Honorable Tennyson Guyer
Ohio Senate
State House
Columbus, Ohio 43215

"Dear Senator Guyer:

"Reference is made to the letter dated February 12, 1971, to you from Mr. James D. Hartshorne, Executive Assistant to the Chairman of the Ohio Turnpike Commission, in which Mr. Hartshorne said that I would be in communication with you about the complaint of Mr. Glenn L. Floyd that you brought to the attention of the Chairman of the Commission, Mr. James W. Shocknessy.

"An investigation into this complaint has been completed. It has been decided to issue a refund, in the amount of \$1.80, to Mr. Floyd on

the basis of his complaint that the automatic ticket dispenser at the Westgate Toll Plaza did not issue a ticket. This refund will be delivered to Mr. Floyd.

"It should be noted, however, that our investigation did not disclose any record of a breakdown of the ticket dispenser on the date in question (all major breakdowns of toll equipment which require repairs are logged by our radio communication network). We can only surmise that this was an isolated failure of the dispenser to operate and that Mr. Floyd did not back up far enough over the activating treadle, as he said he attempted to do, to get the dispenser to function. As to Mr. Floyd's statement that the attendant in the next booth saw his predicament but made no effort to assist, we have questioned the toll collector on duty at that time and he does not recall the incident. Again, we can only surmise that the collector was not aware of Mr. Floyd's problem (it was dark), because this collector has a fine record with the Commission and all of our collectors are instructed to be courteous and helpful to our patrons. Had Mr. Floyd sounded his horn I am sure that he would have been helped.

"Finally, as to being charged when he left the Turnpike at Exit 4 as if he had entered at Exit 17 (Eastgate), the toll collector at Exit 4 was following our regulations which state that, 'The operator of a motor vehicle who, for any reason, does not have a toll ticket upon reaching the exit toll plaza at which he seeks to leave the Turnpike shall be charged a toll for the applicable motor vehicle classification from the most distant toll plaza on the Turnpike.' Also, there is a sign on each automatic ticket machine just below the ticket outlet which reads, 'Failure to obtain toll ticket will result in a penalty fare at exit.'

"We regret any inconvenience that was experienced by Mr. Floyd but trust that the refund to be made and the explanation as outlined above will serve to satisfy him of our desire to serve our patrons fairly.

"Very truly yours,

"Allan V. Johnson
Executive Director"

"March 17, 1971

"The Honorable Donald J. Pease
Ohio House of Representatives
State House
Columbus, Ohio 43215

"Dear Representative Pease:

"Your letter of March 10, 1971, to Mr. James W. Shocknessy, Chairman of the Ohio Turnpike Commission, has been referred to me for reply.

"You mention that a citizen group from Lorain County will be meeting with Mr. Richley, the Director of Highways, later this month to discuss an additional interchange 'which might be tied in with the connection between the Ohio Turnpike and Interstate 90.' You also requested our 'reaction to the traffic buildup situation around and through Ohio Turnpike Interchange No. 8 prior to that meeting.'

"Yours is the latest of several indications that such a meeting is to be held but to date the Ohio Turnpike Commission has not been invited to attend this meeting at which matters of vital concern to the Commission apparently are to be discussed. You will understand that it is most difficult if not impossible for us to develop and express our position on this situation without being fully informed about the suggestions being made by others that can influence traffic patterns and the operation of the Turnpike. Until such time as we are fully aware of the details of such suggestions, it would be premature for us to comment as we could only speculate about the impact they might have on the Turnpike. The Director of Highways, of course, is an ex officio member of the Commission and may be considering that his presence at the meeting would suffice.

"It is entirely possible that there is validity to the various suggestions that are being made by civic groups in the area involved. Even though we have not been asked by the Director of Highways to attend the meeting referred to or to give our opinion, we have asked the Commission's Consulting Engineers, the J. E. Greiner Company to evaluate the proposals as they have been revealed to us from newspaper accounts and from a study prepared for the Lorain County Regional Planning Commission, a copy of which they furnished to us under date of March 10, 1971.

"We are aware of the build-up of traffic at Interchange 8 but our only comment at this time is that this is largely due to increased traffic on State Route 57 which is outside the jurisdiction of the Ohio Turnpike Commission.

"Finally, as to your question about who has jurisdiction over new interchanges on the Ohio Turnpike, this is by law a joint decision by the Ohio Turnpike Commission and the Director of the Ohio Department of Highways. In addition, it is believed that for any interchange projects

involving crossing or connecting Interstate Routes or involving other federal-aid highways the Federal Highway Administration will wish to exercise the right to approve surveys, plans, specifications and estimates before obligating Federal funds for such projects.

"We would like to keep informed of the developments you discussed in your letter but we apparently have not been furnished all of the current information.

"Very truly yours,

"Allan V. Johnson
Executive Director"

"March 16, 1971

"The Honorable Douglas Applegate
Ohio Senate
30th District
322 Wilma Avenue
Steubenville, Ohio 43952

"Dear Senator Applegate:

"As I promised in my letter to you March 4, 1971, the contents of a letter by Mr. Ralph L. Fellows, a former employee of the Ohio Turnpike Commission, have been checked. The results of our findings are transmitted herewith.

"This is an unusual situation. Apparently you came into possession of this letter from another employee of the Ohio Turnpike Commission rather than from Mr. Fellows himself and this led you to observe that the complaints registered by Mr. Fellows constituted a problem shared by others who had worked or work for the Commission. I do not believe this to be the case.

"Mr. Fellows states that others have quit the Turnpike for the same reasons that he did. We have examined all of the employee changes at Maintenance Building 8 (Canfield) that have taken place in the time period involved and we cannot find anything to support his conclusion.

"Mr. Fellows' letter is strange in that it is not addressed to anyone, although several copies were sent to various Turnpike officials including me, and he talks of unfavorable working conditions which have

led him to submit his resignation despite the fact that he really liked his job with the Turnpike. It is also strange that Mr. Fellows would submit such a letter of complaint after resigning rather than before, if he believed that his complaints had some merit and were about problems that should have been corrected.

"We believe Mr. Fellows had other motives for his actions. It is a fact that Mr. Donald Combs, the present foreman at MB-8, was appointed after it became evident that the previous foreman was not discharging his duties satisfactorily.

"Mr. Combs stepped into a situation where the men had become accustomed to operating outside of the work procedures that have been established for the maintenance forces throughout the Turnpike. It has been necessary for Mr. Combs to be firm in order to regain control of this situation.

"On a facility such as the Ohio Turnpike where the public safety is paramount, every effort must be made on behalf of the travellers who use this facility. This can require, under unusual circumstances, that our maintenance employees be available 24 hours a day to serve the Turnpike. The means by which this is accomplished, such as working overtime and splitting crews, is established in our Employee Manual which has been developed over many years and is regularly reviewed in discussions with employee representatives. The provisions of the Manual are clearly known to all employees as a condition of their employment. The Ohio Turnpike Commission also has an established grievance procedure, also contained in the Employee Manual, under which our employees are provided a mechanism with which to present any complaints about questionable application of the provisions contained in the Manual and to receive a fair hearing of their complaints.

"Mr. Fellows was the union steward at MB-8. It is interesting to note that shortly before he submitted his resignation, Mr. Fellows personally initiated four 'grievances' which he also was able to get signed by many of the other employees at MB-8. Three of these were complaints about specific instances of splitting crews, in the face of adverse weather forecasts, in order that these crews would be available continuously in this maintenance section (approximately the easternmost thirty miles of the Turnpike) until weather and roadway conditions would permit otherwise. The fourth grievance, concerning the safety of the wing-type snow plows, was mentioned as a footnote in Mr. Fellows' letter which you received.

"Of the first three 'grievances', one was dropped and the other

two were scheduled for the first level hearing as provided in the grievance procedure of the Ohio Turnpike Employee Manual. After the first hearing, Mr. Fellows unexpectedly submitted his resignation and, therefore, he was not present with the other employees and the union representative when the grievance hearing was held. (It is significant that all three of these alleged 'grievances' were either dropped or dismissed at the first level of hearing on the basis they were groundless. These decisions were accepted by the other employees and the union representative. The fourth 'grievance' has been redirected to a newly formed Maintenance Department Safety Committee which can properly determine whether the wing-type snow plow poses a hazard to the employees as Mr. Fellows claims. We would note, however, that this type of equipment has been used on the Turnpike for over 15 years without serious incident. At any rate, this matter was determined not to constitute a grievance.

"This last attempt by Mr. Fellows capped off a long history of incidents which, we submit, were a deliberate effort by him to discredit the foreman and in fact amounted to a greater form of 'harassing, pushing and agitating' than Mr. Fellows or the other men ever received from Mr. Combs. I further submit that Mr. Fellows' abrupt resignation in the midst of the groundless grievances he initiated may well have been the result of his realization that he had stepped out of bounds in his efforts to influence the other men by embarrassing the foreman and the Commission. His position was further weakened by the failure of the union to support carrying these complaints beyond the first hearings. Finally, it would appear that, under all these circumstances, Mr. Fellows' letter is a further effort to embarrass the Ohio Turnpike, and the copy of the letter sent to you by someone else is a remnant of the influence Mr. Fellows once held over his fellow employees.

"I hope this gives some explanation of a complicated situation and that by it you have a clearer understanding of the entire Turnpike operation. I believe that two points are most significant and are worth repeating. First, the Ohio Turnpike is a vital public facility and the Commission demands a strict adherence to the provisions of its Employee Manual and the work rules it provides for carrying out the operation of the Turnpike. Second, this same Employee Manual provides protection for the employees, including a proven grievance procedure that is a model for public agencies in the State of Ohio. Despite this sincere and continuing effort, we cannot prevent every complaint such as the one discussed herein.

"Very truly yours,

"Allan V. Johnson

Executive Director"

At this point Mr. John A. Blum, Director of the Bureau of Inspection in the Office of the Auditor of State entered. He was welcomed by the Chairman.

The Chairman said in the absence of 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, John Soller, reported for the Secretary-Treasurer, Mr. Chastang, that since the last meeting the following were sent to all Members:

1. Traffic & Revenue Report for February 1971.
2. Financial Statements as of February 28, 1971.
3. Draft of the minutes of the March 2, 1971 meeting.
4. Detail of investment transactions for March 1971.

The Chairman said that in the absence of questions the report of the Secretary-Treasurer was accepted as offered. He ascertained there would be no report by the Committee on Budget and Finance. 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 Committee convened on March 3 to discuss the requests by the Howard Johnson Company and Gladieux Food Services, Inc. for price increases on certain items controlled under the standard menu. He said the Committee granted some increases but in most cases the increase allowed was less than that requested. He said that for the first time the Committee decided to grant penny increases rather than the nickel and dime increases requested by the operators. He said that, for instance, a cup of coffee with refills was currently 18 cents although both operators had requested permission to raise the price to 20¢.

Mr. Teagarden reported also that the Commission's shopper was continuing her periodic inspections for the restaurants and her reports tended to support the results of the survey reported at the meeting of March 2, 1971. He said that while the reports showed isolated instances where improvements were needed, the majority of the time conditions were very favorable for Turnpike patrons.

Mr. Teagarden reported also that the food editor of The Blade

of Toledo, Ohio, Mary Alice Powell, in an article in The Blade on March 19, 1971 was very complimentary about the food service on the Turnpike. He said that in the past The Blade in several instances had been very critical of Turnpike restaurants.

The Chairman said it was awfully hard to have food that was satisfactory to people who customarily ate meals at the 21 Club and the Colony Club and at the same time for people who ate most of their meals at the BBF Restaurants and that was the median the Commission had to strive for. He said the Commission had to serve both and he thought its concessionaires did a pretty good job of striking the medians and serving the public. He said sometimes the Commission got complaints about conditions in rest rooms, sometimes it got complaints about the size of the hamburger but pretty generally the food service was satisfactory for the kind of service that it had to be.

The Chairman said the report of the Committee on Service Plazas was accepted as offered. He ascertained that there would be no report by the Committee on Employee Relations. He said the report of the Committee on Safety would be received.

The chairman of the Committee on Safety, Mr. Johnson, reported that the first of the two fatal accidents in March occurred at 2:00 P.M. March 13 when a westbound station wagon went out of control at Milepost 160 and struck a guard rail and bridge parapet. He said the impact caused two children who were lying on the back deck of the station wagon to be ejected through a window and they were thrown over the edge of the bridge and landed below the turnpike in a drainage ditch. He said one of the children, a 12 year old boy, suffered a severe head injury which caused his death. He said it was concluded that a rear tire had started to go flat which contributed to the driver losing control of the auto.

Mr. Johnson said further that the second accident occurred at 12:25 P.M. March 21 when a westbound tractor trailer left the roadway, struck a bridge pier and caught fire. He said the driver was killed instantly. He said it was determined from a woman who witnessed the accident from her kitchen window that the truck had swerved to avoid a slow moving car and that the car speeded up and drove away.

Mr. Johnson reported also that on March 8 at 12:30 P.M. one of the worst multiple vehicle accidents that ever occurred on the Ohio Turnpike happened at Milepost 210 during a blinding snow storm on the westbound lanes just east of the Warren (No. 14) Interchange. He said that in

all 18 vehicles were involved: ten commercial vehicles and eight passenger vehicles. He said a total of 18 persons were injured. He said visibility was extremely poor and the road was slippery. He said it had been determined that there were six accidents which occurred almost simultaneously, with the first one being caused by a tractor trailer sideswiping an automobile. Mr. Johnson said the automobile was then struck by another tractor trailer; the first tractor trailer continued on without stopping and was never identified. He said the first and third vehicles partially blocked the roadway and the other vehicles which were following started piling into the wreckage of those two and completely blocked the lanes of the westbound roadway. He said it was necessary to keep the lanes closed until the wreckage could be cleared. He said that because of the size of the vehicles involved, the clearing could not be completed until a mobile crane was brought to the scene. He said that meanwhile traffic was diverted from the turnpike at Niles-Youngstown (No. 15) Interchange and the automobiles that were trapped in the tie-up were turned around and sent back to Exit 15. He said the approximately 100 trucks had to wait until the wreckage was cleared. He said the westbound roadway was closed for a total of six hours. He said that fortunately out of the 18 people that were injured, none were injured seriously.

The Chairman said the report of the Committee on Safety was accepted as offered. He said the report of the Director of Highways would be received.

The Director of Highways, Mr. Richley, said he would like to extend his apologies for not having been present at the meeting of March 2 due to the confusion of transition between State administrations and his own error in scheduling.

Mr. Richley reported that a meeting had been scheduled in the Highway Department conference room approximately three weeks before in which The Honorable Donald J. Pease, state representative from District 75 and The Honorable Robert J. Corts, member of the Ohio Senate from District 13, brought 25 to 30 people from the Lorain-Elyria area to discuss the possibility of the construction of another turnpike interchange to serve particular traffic corridors in order to relieve some congestion that was already existing. He said the Highway Department neglected to invite anyone from the Turnpike Commission, especially the Executive Director, because at the time the meeting was scheduled he was not fully aware that the turnpike interchange was going to be part of the discussion. He said that it was his impression from what was said and from what he had learned since the meeting it would not be necessary

to construct -- nor would he even suggest construction of -- a new turnpike interchange in that area. He said the movements the Lorain-Elyria people were looking for could be accommodated by other means. He said that, in addition, their proposal would require the construction, maintenance and operation of two adjacent toll facilities within several thousand yards of each other. The Chairman said that would be out of the question. Mr. Richley said he had suggested that within 30 days the Highway Department would show them some alternate means that would satisfy the movements they had been looking for.

In response to a question by the Executive Director, Mr. Richley said the Highway Department was going to go ahead with the sale of the contract for construction of the I-90/Ohio Turnpike Interchange project. He said that currently the Highway Department was examining the possibility of modifying the separation between I-90 and State Route 2 with the hope of being able to provide the westerly movement from I-90 and S. R. 2 and return in the latter interchange area, north of the turnpike. The Chairman suggested that if there were another conference on the subject the Highway Director might wish to consider inviting Mr. Rex C. Leathers, the Ohio Division Engineer of the Federal Highway Administration, as well as inviting representatives of the Commission. He said that, as Mr. Richley had seen in the correspondence from Representative Pease, the Commission had never taken a position on the matter. He said the Commission did ask the Consulting Engineers to familiarize themselves with the situation in the event that the Director of Highways asked the Commission for an opinion. Mr. Richley said he did not believe from what he had heard that the Department of Highways would ever be in the position of recommending to the Commission the kind of proposal presented. He said he thought the Highway Department could find another solution.

The Chairman said the Lorain-Elyria people had never come to the Commission. He said they had always dealt with the Highway Department and the Commission had just sat by except that it did take the position that it wanted to be familiar with the problem. The Executive Director said the Lorain County Regional Planning Commission had sent him a copy of its report which outlined the proposal. The Chairman said that no one had talked to the Commission about the matter except that Representative Pease had talked to him in an entirely reasonable manner and was looking for the Commission's position and the Chairman's position and the Chairman told him that the Commission did not have a position. He said he then suggested to the Executive Director to write the letter to Representative Pease which was made part of the record of the instant Commission meeting.

Mr. Richley said he had gotten the impression that the problem had been discussed many times with the Highway Department in the past and that the Lorain-Elyria people had not gotten satisfaction and were simply trying other avenues. He said he thought they had had a firm reply.

The Chairman adverted to publicity in the Elyria (Ohio) Chronicle-Telegram to the effect that the Erie County Commissioners were preparing to ask the Commission to give consideration to the construction of an interchange of the turnpike at S.R. 60 south of Vermilion. He said nothing had been received from the County Commissioners.

The Chairman said the report of the Director of Highways was accepted as offered. He said the report of the Executive Director would be received.

The Executive Director reported that at the last Commission meeting he proposed that mobile homes of 12 feet wide be banned from using the turnpike. He said that since that time the staff had continued to review the situation which led to recommendations in support of such a ban from the staff, the Commission's Consulting Engineers and District 10 of the Ohio State Highway Patrol. He said that, accordingly, on March 29 he announced that "Effective at noon on Thursday, April 1, 1971, no permits will be issued for the transportation on the Ohio Turnpike of mobile homes measuring over 12 feet wide . . .". He said instructions were issued to the Director of Operations and to District 10 to implement and enforce the ban. He said the action appeared to be receiving favorable public response including the editorials in The Blade of Toledo, Ohio and The Journal of Lorain, Ohio.

In response to a question by Mr. Chastang, the Executive Director said that the day after the announcement of the ban representatives from the Ohio Mobile Home and Recreational Facility Association called on him to object to the ban.

In response to questions by other Members, the Executive Director said that there had been a steady growth in the volume of 14-foot wide mobile homes using the turnpike; that no vehicles over ten feet wide were permitted on the Pennsylvania Turnpike and 14-foot wide mobile homes were currently not permitted on the Pennsylvania state highways. He said that there had been some publicity that 18-foot wide mobile homes were being moved in Wisconsin.

Mr. Richley said that obviously he was not in favor of the turnpike or any state highway being made any less safe. He said he was concerned,

however, that the over-12-foot wide mobile home was a new area start-to confront Highway Administrators and the mobile home industry was a viable, growing industry and was going to grow more and more in the future. He said the rate of growth in the past four or five years had been extremely heavy. Mr. Richley said he did not think it was a problem that was going to go away just by the fact of being legislated away. He said he thought that the Highway Department was going to have to face it on a permanent basis and it was going to come back to the Commission again eventually and it just seemed to him that somewhere there must be a reasonable solution to the problem other than an outright ban. He said that, again, he was not suggesting that the Commission reduce its safety requirements in any way but perhaps under extreme conditions of control during certain hours of the day, or days of the week, there might be something worked out eventually that would allow such oversize vehicles to move. The Chairman said the Commission had done that on mobile homes before. The Executive Director said the Commission had always treated the mobile homes somewhat individually in the oversized category. Mr. Chastang said that in high winds, especially on the turnpike, the 12-foot wide mobile homes weaved back and forth and there was no absolute control of the mobile home being towed which caused the driver of an automobile to the rear of the mobile home to be concerned and maybe to get his car smacked on the side. The Executive Director said the mobile homes weaved even without a wind. Mr. Teagarden said that mobile homes presented a problem also during resurfacing of the turnpike when all the traffic was in one roadway.

Mr. Richley said the resurfacing conditions were temporary. He said he was talking about an industry that was geared up, and obviously, whether one like it or not, was going to be geared up in the future nationally. The Chairman said it was a nationwide problem. He said the turnpike was not built to take everything that was moveable. Mr. Richley said he did not think mobile homes could be shipped by rail. The Chairman said that the turnpike bridges controlled in the matter of height of the vehicles and the mobile home industry, with all due respect to the industry, was not being very sophisticated about planning because it was going to have to take into account width and height. Mr. Johnson said the turnpike had unique problems that the rest of the state highway system did not have because the turnpike was a toll facility and the over 12-foot wide mobile homes could not get through the toll gates and, since they could not, that created congestion in the toll plaza areas. The Chairman said that apropos of what Mr. Richley said he thought the mobile home people ought to consider the matter in their trade associations. He said that was what industry had trade associations for: to consider problems and to make recommendations to the whole industry.

He said he thought the industry was paying no attention to limitations that highways had.

The Chairman said that, as the Director of Highways suggested, the problem was not going to go away. He said the Department of Highways was going to have it on the state highway system. He said that he, along with the Commission, was going to have it at Commission meetings, and the industry must be dealt with as best one could in its own and the Commission's and the economy's interest. He said the Commission had to do what it could for the economy but it could not prejudice the whole public in favor of one industry. He said the turnpike had limitations as to weight which controlled hauling by other carriers and so there was nothing new or different as far as the mobile home problem was concerned. He said that meanwhile the Commission had no choice but to ban them.

The Executive Director reported also that the Ohio Turnpike toll collection equipment which was custom designed and was installed by the International Business Machines Corporation prior to the opening of the turnpike had remained unchanged since that time. He said that at first the equipment was owned and maintained by IBM for a monthly fee. He said that in 1960 the Commission purchased all the field equipment and contracted with IBM for maintenance until 1962 when RCA Service Company took over the maintenance. He said that currently the monthly charge for maintenance was \$17,514. He said during the almost 16 years the equipment had been operated it had handled a tremendous volume of toll tickets as turnpike traffic volumes continued to increase.

The Executive Director said further that for several years IBM had attempted to develop a new toll collection and audit system and recently had introduced new data processing components as stock equipment which the company was proposing as a replacement for the existing Ohio Turnpike toll collection and auditing system. He said that IBM would show a mock-up of the equipment, including all the computers, ticket dispensers and treadle, in Chicago on April 14 and that representatives of the Greiner Company and the Commission were planning to see the demonstration. He said that IBM had proposed a consultant contract for design of a new system, called Phase I, whose cost was estimated at \$90,000. He said IBM estimated that the cost of implementation, programming, education of personnel and conversion, all of which were called Phase II, would be about \$215,000 and the cost of the actual hardware -- new computers and toll collection equipment -- would be about \$2,000,000 depending on the lease or purchase plan chosen.

The Executive Director said it appeared that a new system might be no more costly than retaining and maintaining the existing system over an eight year period.

A lengthy discussion followed during which Mr. Richley asked whether or not the report of the Executive Director meant that the consideration was for IBM exclusively. The Chairman replied that it would not be so, that the most IBM would be considered for would be the consultant proposal but beyond that all others who provided the services needed would be given an opportunity to be heard, to present proposals, and, if bids would be taken, to bid. The Chairman said further that meanwhile it had not been determined that it would be necessary to replace the existing toll-audit system rather than to improve, update and conform it to current business practices and to the turnpike's requirements.

During the discussion Mr. Teagarden said that service of the equipment during the eight year period would need to be taken into consideration; Mr. Redman asked if the inter-cost factor had been considered; and Mr. Chastang suggested that the experience of other toll roads in dealing with the problem of worn out toll-audit equipment should be considered, particularly as to whether they had been required to replace it with new and sophisticated equipment.

At the conclusion of the discussion the Chairman polled the Members and determined that it was the wish of the Commission that the Executive Director advise the Commission at its meeting on the 4th of May of any additional information on the subject.

The Executive Director reported also that construction activity increased during the month of March, although weather had been a detriment to full-scale operations. He said that generally contractors had been working on construction crossovers and performing other work instrumental to the resurfacing projects. He said the project for adding a third lane eastbound in the vicinity of Humm Road was approximately 25 per cent complete. He said the work being done by Commission forces at the Streetsboro (No. 13) Interchange had been restricted because of adverse weather.

The Chairman said that in the absence of further questions the report of the Executive Director was accepted as offered. He said the report of the General Counsel would be received.

The General Counsel, Lockwood Thompson, reported that at the meeting of the Commission on March 2 he had not known definitely that

the court case involving the closing of old Niles-Youngstown (No. 15) Interchange was set for hearing by the Court of Appeals in Youngstown. He said the case was argued on March 16 and a decision was being awaited.

In response to a question by the Chairman, Mr. Richley said he never really felt the problem of providing access from the area of the old interchange to the new interchange was one for the Ohio Turnpike Commission except from the point of view of protecting the old interchange to prevent it from being destroyed. He said he always thought that that was a problem ultimately between the local officials and the Highway Department. He said he really did not see the necessity or the purpose of a law suit but that was the choice of the plaintiffs. He said there was a proposal submitted to the Highway Department the past fall by the Mahoning County Engineer at that time. He said that that proposal had not been acted upon but it would be very, very shortly. He said he thought there was a solution to the problem and that it could be worked out without the involvement of the Turnpike Commission. Mr. Richley said further that he felt a connector could be put on with the Traffic Operations Program to Increase Capacity and Safety (TOPICS) of the Federal Highway Administration type 2 system of finance -- 50 per cent public funding and 50 per cent Issue One Funds. He said that much to the pleasure of local public officials the old interchange facility that represented a great deal of hard money invested could be utilized as a local facility and the Turnpike Commission would be made whole by the fact of no interruption of turnpike service and no reduction of safety on the turnpike.

The Chairman said the incredible thing about it was that nobody bothered back in the 1950's when the old interchange was planned or even as recently as when the new interchange was planned. Mr. Richley concurred in the Chairman's statement and said further that he thought that the information on the new interchange was not as readily available to the public as it could have been. He said many people including some public officials were caught by surprise and chagrin when they learned about the situation as it was. He said he thought they had been led to believe to the contrary and there were letters that pointed to that very strongly. The Chairman said there was never a letter from the Commission. Mr. Richley concurred and said he had not meant letters from the Commission. He said that, however, the Highway Department did go on record in writing and copies of those letters were made up and the local public officials believed the Highway Department when it told them something.

The Chairman said he wanted Mr. Richley to understand, and he thought he did, that the Commission never made any representation in the Youngstown area at all. Mr. Richley said the law suit, the plaintiffs

thought, was simply a tool or a means to prohibit the Ohio Turnpike Commission from destroying the existing (old) facility. He said he did not think that they really and truly intended that the Commission should reopen the interchange -- which did not make sense. He said they did want the integrity of that existing (old) facility protected until a solution could be worked out. The Chairman said the Commission had done nothing to the old interchange. The Executive Director said he could assure that the Commission was not doing anything to destroy an facilities in the area. He said the Commission did not dare to have both interchanges open at the same time. The Chairman said to do so would be tragic. He said there was nothing the Commission would like more than to see the area fully served but it could not, as Mr. Richley would appreciate, give the solution to the problem because the Highway Department was going to have to give the solution. Mr. Richley said that was the Highway Department's responsibility to arrive at a solution, except, perhaps, an expression of intent from the Commission that the existing (old) turnpike interchange would not be physically removed or destroyed during the interim would be helpful. The Chairman said the Commission could give that to Mr. Richley right then. He said the Commission had never been in a position before where it could indicate its willingness to cooperate with the solution which the Director of Highways and the County Engineer might evolve.

The General Counsel reported also that the Legal Department would be trying the Ohio Turnpike Commission vs. Angeline M. Logsdon case in Fremont, Ohio on May 19 unless the other side should request a postponement.

The General Counsel said further that the case involved a drainage matter. He said the Commission was informed about two years before that a woman had a truck in there and was apparently selling off load after load of sand and soil from a part of a very important turnpike drainage easement. He said the woman was digging near the bottom of the slope of the turnpike fill at that point. He said one of the Commission's supervisors observed that activity going on and asked the woman what she was doing and she said she was selling off the dirt. He said the woman stated that she would continue to sell the sand and gravel unless she was stopped by court order. He said that on July 3 the Commission's Legal Department was in Fremont by 2:00 P.M. with a petition for temporary injunction to restrain her from affecting or injuring the turnpike drainage easement and obtained the temporary injunction, which was to come up on the merits on May 19.

The General Counsel reported also that with respect to issuance of a Certificate of Completion of Project No. 1 (the Ohio Turnpike) there

remained for clearance primarily those easements held by the Toledo Edison Company in five or six counties through which the turnpike passed. He said that years before the turnpike came along the Company, when it wanted some funds for construction purposes, went to what was then the Chase National Bank -- later Chase-Manhattan Bank -- in New York City and put a blanket mortgage on the properties the Company held whether they were rights-of-way easements or real estate of any kind. He said that after considerable negotiations Toledo Edison Company gave him a complete release on all those easements involved in turnpike construction but those easements were mortgaged to the Chase Bank and he had not been able to obtain a release from the Bank. He said he would go to New York, if necessary, to obtain the release.

The Chairman said the interesting report of the General Counsel was accepted as offered. He ascertained there would be no reports by the Consulting Engineers or by the Director of Information and Research.

The Chairman said that everybody who had received the Commission's Annual Report had said they like it except The Cincinnati Post and Times Star and the Post and Times Star did not. He said that since the last meeting the Commission had received the New Jersey Turnpike Authority's report and a lot of others, all of which were similar to the Commission's. He said the Annual Report was about the only public relations device the Commission used.

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

RESOLUTION NO. 8-1971

"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 March 2, 1971, 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 March 2, 1971 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, Richley, Redman, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 8-1971.

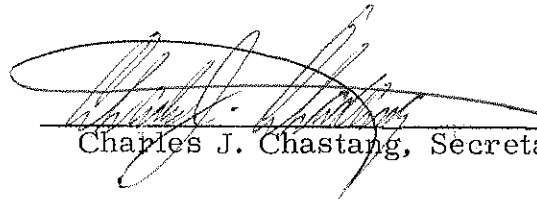
There being no further business to come before the Commission, a motion was made by Mr. Chastang, seconded by Mr. Teagarden, that the meeting adjourn subject to call of the Chairman. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:58 P. M.

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



Charles J. Chastang, Secretary-Treasurer