

MINUTES OF THE TWO HUNDRED AND SEVENTY-SECOND MEETING
October 2, 1973

Pursuant to bylaws the Ohio Turnpike Commission met in regular session in the conference room of the Ohio Department of Transportation building at 139 East Gay Street in Columbus, Ohio at 11:00 a. m. on October 2, 1973 with the key members of the staff; a representative, Harvey A. Harnden, of the Consulting Engineers; representatives, Robert H. Bartholomew and P. Joseph Sesler, of the Trustee, the Ohio National Bank, 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: Teagarden, Chastang, Anderson, Richley, Shocknessy.

Absent: None.

The Chairman announced a quorum was present.

A motion was made by Mr. Chastang, seconded by Mr. Richley, that the minutes for the meeting of September 4, 1973, 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 responded to roll call. The vote was as follows:

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

Nays: None.

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

The Chairman said that if the Members of the Commission would indulge him in a personal thing he would like to mention that 40 years ago, on October 2, 1933, a bright-eyed and bushy-tailed young man in a brand new Chevrolet coupe left his home in Springfield, Ohio, to come to Columbus to become Assistant State Counsel for the Home Owners Loan Corporation. He said that he had been in Columbus ever since with the exception of 40 months in the Army Air Corps during World War II. He said that 1933, when he came to Columbus, was a venturesome year. He said that in that eventful year of 1933 Franklin D. Roosevelt had become President and in June of that year the Home Owners Loan Corporation Act had been enacted and the Turnpike was not even a gleam

in anybody's eye in that rather mournful time. He said the year before Roosevelt was elected and took office had been more mournful, but still when he came to Columbus, was rather mournful. He said 1933 was a very venture-some year. He said the Ohio State Highway Patrol was created that year in the administration of Governor George White with Col. Lynn E. Black as the first Superintendent and at that time the Patrol was under the Department of Highways which was headed by "Whitey" (O. W.) Merrell. The Chairman said also in that eventful year the Ohio Department of Liquor Control came into being and at that time the Turnpike's former General Counsel, Lockwood Thompson, was on the original Liquor Control Commission and Governor John J. Gilligan's father-in-law had also been on that commission.

The Chairman said that the Patrol was holding its 40th anniversary commemoration in the current year. He said he hoped he would have an opportunity to go to dinner in commemoration of the event on November 16 and he had already seen a commemorative bottle that the Liquor Department was distributing of its 40 years. He said he had complained about merchandising liquor but did not complain about the Liquor Department which had a fine record in Ohio. He said liquor control was what was sought in 1933 and had been generally successful as a monopoly. The Chairman said he even had something to do with the formation of the Liquor Control Department. He said the Highway Patrol was one of the great glories of Ohio. He said quite a number of years later when he was Chairman of the Ohio Turnpike Commission, it was his pleasure, along with the Members of the Commission, to arrange for the State Highway Patrol to do the policing on the Ohio Turnpike. He said the Patrol had done one of the most successful jobs of policing that had ever been done, not only in Ohio but anywhere. He said the Highway Patrol, now under the command of Col. Robert M. Chiaramonte, had much to do with the safety record which the Commission had been able to establish on the Ohio Turnpike. He said when he took credit for the Commission for the safety record of the Turnpike, he also paid devoir to the Ohio State Highway Patrol for its policing. He said the Patrol did more than police, it practically mothered the traffic whenever people had accidents. He said everybody who was in trouble was likely to have a patrolman come along to see what he could do to help. He said therefore he claimed the Patrol from the administration of Governor White.

The Chairman said that many of those present had seen an article which brought him up to date in the Toledo Blade by one of its distinguished writers, Tom Walton, who was in the room. He thanked Mr. Walton on behalf of the Commission and he wanted to mention that the Commission as it approached its 25th year and he in his 40 years both had been the beneficiaries of support from the newspapers of Ohio to a degree which made him and the Commission indebted for its 24 years to the press. He said the Turnpike would not have been built had it not been for the support that the great newspapers of Ohio had given. He said in 1949, when the Turnpike was undertaken after the enactment of the legislation in the 98th General Assembly, there was not universal support

for the project and that without the far reaching and far seeing support of the newspapers, it never would have been built. He said the Ohio Turnpike was undergirded by newspapers and law books because the newspapers and law books which sustained the Commission in 1949 and in the early 1950's and down through the years they had continued to sustain the Commission.

The Chairman said he wanted to mention in addition to Mr. Walton, who had done a job of covering the Chairman of the Commission in The Blade recently, that a job had been done long ago by a dear and great newspaperwoman, Grace Goulder, Mrs. Robert J. Izant, who wrote an article about him for The Cleveland Plain Dealer Sunday Magazine. He said over the years he had been kindly treated by special writers, such as Mary McGarey of the Columbus Dispatch in recent times. He said David Hopcraft, who was no longer in the newspaper business, had done an excellent article on him which came very close to being a caricature, but because of the art which Mr. Hopcraft was capable, it was not a caricature. He said his dear friend, the late Dick Maher, who was political editor of The Cleveland Press, many times had come to his personal rescue and many times through his column and through stories gave handsome support. He said Brady Black of the Cincinnati Enquirer had given the Ohio Turnpike wholehearted support. He said it was also true that Ed Heinke, one of the respected writers, now retired, had also given the Commission support. He said he had written Mr. Heinke on October 1 and said "An old fire horse can't stay in the barn." He said that he had seen an article by Ed Heinke across the top of page one of the Columbus Citizen-Journal. He said the article really had meat in it.

The Chairman said he had enjoyed his friendship with Charles J. Chastang for all those 40 years he had been in Columbus and his friendship with Mr. Chastang's "twin brother", George Chamblin, with whom he was still going to football games, a custom that had begun in 1934 and which was now in its 40th year.

The Chairman said that before he closed the personal reminiscing he wished to thank Mr. Richley for the kind words he had said to him after the Walton article had appeared and for many kindnesses that Mr. Richley had extended to him in the years that he had been Director of the Highway Department and Director of the Department of Transportation. He said he also wanted to address him at that moment when he was being a little bit sentimental in behalf of all the Directors who preceded him and all the people in the Highway Department who had so much to do, and as he had said about the Patrol, he said also about the Highway Department and Transportation Department, with such success as the Commission had enjoyed.

The Chairman said he hoped everyone did not mind his taking a few minutes to take note of his 40 years in Columbus. He said the Latins and probably Italians would say "quadragesimo anno". Mr. Richley said "We

say quarant' anni". The Chairman said that the Latins said "quadragesimo anno".

The Chairman said he thanked everybody, everybody living and dead, whom he had lived with, not merely worked with, but everybody living and many more dead whom he had lived with, in Columbus and in Ohio in the past 40 years. The Chairman said he had almost patriotic feeling about Ohio. He said he was almost proprietary about Ohio and that was why he often went running off into fields that were not precisely his business because he was often proprietary about Ohio. He said Ohio was very, very intimate, personal thing to him more than mere birth would make it. He said he had an allegiance that was pretty deep. (At this point Mr. Richley gave the Chairman an enamel lapel pin in the form of the State flag of Ohio.) The Chairman thanked Mr. Richley and said that Governor Gilligan had given him one the day he attended the Commission meeting. Mr. Chastang said the Governor had given him one but he did not have it with him. The Chairman thanked Mr. Richley again and said it was a very appropriate gift after he had just gotten through making an oration about Ohio and his 40 years.

The Chairman reported that, for the first time in the history of the Turnpike, September revenues were more than \$4,000,000 and were estimated to be approximately \$4,109,000.

The Chairman reported that revenue bonds were purchased in September by the Trustee in the amount of \$5,760,000 face value, which was the largest amount ever retired by the Trustee in one month. The Chairman asked Mr. Bartholomew what the Trustee expected to buy that morning. Mr. Bartholomew said that the Trustee expected to buy approximately \$3,400,000 face value. The Chairman said that by the end of the year the outstanding debt would be approximately \$133,000,000 which would mean that the Commission would be within shooting distance of having paid off \$200,000,000 from its own income and that he would wager that no other agency similarly situated had such a record.

The Chairman reported also that Gulf Oil Corporation had taken off on the Commission in the same way as Texaco Inc. had done and the Commission had responded the same as it did to Texaco and the Commission had heard nothing further about it. He said the oil companies had been authorized by the Federal Government to increase their prices and the Commission had no control over the increase in price as long as the prices they charged, when they increased them on the Turnpike, were no greater than the prices prevalent in the market area off the Turnpike.

The Chairman reported that occasionally when things like oil, and other things, went up in price he was asked if the Commission had any intention of raising toll rates on the Turnpike and the answer to that was "NO". He said

because of the prudent way in which the Commission had handled its business, the increases in its budget had been consistently accommodated by the reduction in interest requirements. He said there was no reason for the Commission to think about raising toll rates. He said he did not know why the Underground Parking Commission was going to raise its rates in the State House garage and he asked Mr. Richley if he knew why it was proposing to raise the rates. Mr. Richley said he had no idea. The Chairman said he was interested because he thought their problem would be comparable to that of the Turnpike. Mr. Richley said there was a difference in the businesses; the Underground Parking Commission had a fixed capacity and could get only a certain number of vehicles in the building and the Turnpike had the ability to grow. The Chairman said that he did not know what the Underground Parking Commission was doing with its debts. He said he did not know how their debt operated and it was not his business, but he was not challenging it, he was just mentioning that at the same time he heard other services being increased, he saw no reason that Ohio Turnpike rates needed to be increased. He said he took great consolation in the fact that the increase in the budget was almost invariably accommodated by a reduction in fixed charges.

The Chairman said the report of the Chairman was accepted as offered. He said the report of the Secretary-Treasurer would be received.

The Secretary-Treasurer, Mr. Chastang, reported that the following reports had been mailed to the Members of the Commission during the month.

1. Traffic & Revenue Report for August, 1973
2. Financial Statements as of August 31, 1973
3. Draft of the minutes of the September 4, 1973 meeting
4. Detail of investment transactions which took place in September, 1973

The Chairman said the report of the Secretary-Treasurer was accepted as offered. He said the report of the Committee on Budget and Finance would be received.

The chairman of the Committee on Budget and Finance, Mr. Chastang, reported that a memorandum from the Executive Director outlined that the proposed budget for 1974 was going to be 12.55% over the budget for 1973. He said that the Executive Director would explain the increase; that he had read the budget and understood it. Mr. Chastang said the Turnpike's estimated income would increase about 4%, from \$40,500,000 in 1973 to about \$42,500,000 in 1974. He said the budget was one that should be accepted by the Commission on a preliminary basis even though the increase of 12.55% was substantially greater than the increase of the 1973 budget over that of 1972 which was 5.03%.

He said it was justifiable in a day and age when everything was increasing at a tremendous rate but that the Turnpike Commission was able to keep its head above water, more than above water, because it was paying off its indebtedness and therefore reducing its interest requirements. He said he had nothing more to say about the budget but he was sure the Executive Director would answer any questions.

The Executive Director said that the budget and the report spoke for themselves. He said prices and wages had risen sharply above what could have been expected. He said the Commission had granted a mid-year wage increase. The Executive Director said the Commission had been able to stay within its current budget only because of two major factors. He said that so far during the year the Commission had far lower snow and ice control expenses than had been budgeted for and secondly it had been fortunate that certain insurance experiences for its employees had been good and the Commission had received a premium reduction in consequence. The Executive Director said that other areas of expense had risen far above expectations for the year and that he believed all the Commission Members and certainly everyone on the staff were aware that prices and costs had risen far more than 5%. He said the 12.55% increase in the 1974 budget over the 1973 budget would include the current year's increases and the continued sharp rises expected in 1974. He said bids had already been received on items that would carry over into 1974 and they showed increases far greater than 12% in some instances. He said fuel was one such category. The Executive Director said that electricity, heating fuel oil and gasoline costs would increase in the neighborhood of 25%. He said that the staff did not yet know what the actual cost of asphalt would be, but Mr. Anderson had warned at the last Commission meeting to expect far higher prices. The Executive Director said there were still 23.7 miles to be resurfaced.

The Chairman said most of the Turnpike had been resurfaced and the amount remaining was not an amount that would scare the Commission to death. The Executive Director said the remaining resurfacing could be accommodated very handily within the Commission's income with the proposed increase in the Reserve Maintenance deposit. He said the Reserve Maintenance projects were in the tabulation and the deposit amount was included in the resolution that had been prepared. He referred to a paragraph of the Comptroller's letter of September 12 in which the Comptroller said: "Operating expenses decreased \$30,000, or 3% over August 1972. A \$168,000 reduction in the Expense Transferable Account of Roadways and Structures was the result of transferring accumulated commission costs of resurfacing projects to Reserve Maintenance Accounts. Partially offsetting this decrease was an increase of \$69,000 in the total payroll. Other significant increases were \$37,000 in Employee Insurance and \$10,000 in Workmen's Compensation. These two accounts showed abnormal increases because the August 1973 amounts were depressed due to accrual adjustments."

The Executive Director said the operating budget and the Reserve Maintenance Budget had been reviewed thoroughly with the Consulting Engineers, J. E. Greiner Company. He said that in their 1973 Annual Report their figures were the same as in the resolution and he was sure Mr. Harnden would state that the J. E. Greiner Company had reviewed the proposed preliminary operating budget and Reserve Maintenance Fund deposit and concurred with the amounts.

The Executive Director said that every Member had a copy of the Eighteenth Annual Report, 1973, prepared by the Consulting Engineers. He said the report was dated September 26, 1973 and it was in the Members' folders. The Chairman said the report was due on October 1st and it had been received on schedule. Mr. Chastang said the report was received by the Members of the Commission within the time requirements and he understood the Greiner Company had reviewed and concurred in, not only the preliminary budget, but also the amount to be deposited in the Reserve Maintenance Fund, which was to be \$10,500,000. He said the amount of \$10,500,000 was the figure submitted by the Executive Director and the Greiner Company. Mr. Harnden said that was true.

A resolution adopting preliminary budget for the fiscal year 1974 and providing for Reserve Maintenance Fund deposits during said year was moved for adoption by Mr. Chastang, seconded by Mr. Richley, as follows:

RESOLUTION NO. 17-1973

"WHEREAS it is provided by Section 505 of the trust agreement dated June 1, 1952 between the Commission and The Ohio National Bank of Columbus, as trustee, and The National City Bank of New York (now First National City Bank, New York), as co-trustee, that on or before the 20th day of October in each fiscal year, the Commission will adopt a preliminary budget of income and current expenses for the ensuing fiscal year;

"WHEREAS the Commission's executive director and comptroller have submitted a preliminary budget of income and current expenses for the fiscal year 1974 to the Commission, and have recommended the adoption thereof, and said budget is now before the Commission;

"WHEREAS all reasonable requests of the consulting engineer as to the classifications in which such budget shall be prepared have been complied with, and the consulting engineer has advised the Commission that said budget classifications meet with its approval and that it has no further requests with respect to said classifications;

"WHEREAS the consulting engineer has made a recommendation as required by Section 504 of the aforesaid trust agreement, as to the amount to be deposited to the credit of the Reserve Maintenance Fund during the ensuing fiscal year for the purpose of paying the cost of major repairs, equipment

replacement, bridge painting, renewals, replacements and improvements and other purposes as set forth in Section 509 of the said trust agreement, and the amount so recommended is \$10, 500, 000; and

"WHEREAS the Commission desires to provide for deposits to the credit of the Reserve Maintenance Fund during the year 1974 of the amount recommended by the consulting engineer;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission, having duly and fully considered the same, hereby adopts the following:

<u>1974</u>	
<u>Preliminary Budget of Income and Current Expenses</u>	
Income	\$42, 500, 000
Current Expenses	
Administration & Insurance	\$ 2, 500, 200
Operations	10, 680, 200
Trust Indenture Expense	<u>177, 500</u>
Total Current Expenses	\$13, 357, 900
<u>Amount to be Deposited to the Credit of the Reserve</u>	
<u>Maintenance Fund</u>	
Total Amount	\$10, 500, 000

"FURTHER RESOLVED that the assistant secretary-treasurer is hereby instructed to file a copy of said budget of income and current expenses, and of the amount to be deposited to the credit of the Reserve Maintenance Fund during the ensuing fiscal year with the trustee and to mail copies thereof to the consulting engineer and to the principal underwriters forthwith."

Mr. Chastang said the budget had been independently reviewed by Mr. Richley and that he understood Mr. Richley was in accord. Mr. Richley said he was. The Chairman said Mr. Chastang, Mr. Richley and the Executive Director constituted a committee to review fiscal matters of budget and other matters which were probably fiscal such as acquisition of the toll audit equipment and so on. The Chairman said that the budget had been gone over very carefully and had been examined by Mr. Chastang, Mr. Richley and Mr. Johnson. He said the estimate of income was conservative. He said the estimate of

income had consistently been conservative and that the estimate of income had consistently been exceeded.

A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 17-1973.

The Chairman said the Executive Director and his staff were to be congratulated upon a good job. He said that even if gasoline rationing were to take place and even if there was an increase in price, he still thought that the budget was conservative and he would take the occasion once more to be pleased that the Commission had used its moneys the way it had used them so as to pay off early in the event of troubled times economically, which he hoped would not occur.

The Chairman said the report of the Committee on Budget and Finance 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, said the committee had held several meetings after it had received requests from restaurant operators for increases in prices of the controlled food items. He said the operators had submitted their requests and then withdrawn them and then resubmitted them. He said the committee had been giving considerable study to the requests and during the week of September 24 had held a meeting and had arrived at some changes in prices. Mr. Teagarden said that on October 1 he had called the Executive Director and suggested that the notices permitting increases be withheld until the end of the week. Mr. Teagarden said he had done so because radio and television news programs which he had heard had announced a reduction in the price of food, including chicken and other items on the controlled price list. He said that at the moment the committee was not certain where it stood and that therefore it was going to give the requests further study. He said that after the meeting he was going to consider with the committee, most of the members of which were present, what further action to take. Mr. Teagarden said as of the moment, in view of the fact that some prices were starting to come down, the committee might go along with a few requests but was certainly going to take another good look at them.

The Executive Director said the committee had met on the subject on

September 26 but in the short time since September 26 the picture had changed, so that it was a very legitimate concern. Mr. Teagarden said it was very easy to raise prices but it was not easy to lower them. Mr. Chastang said that he had seen a television report to the effect that there was a general decline in food prices in some areas but not in all.

The Chairman said he had heard that somebody had requested an increase in the price of a glass of milk and he was opposed to that. He said 25¢ for a glass of milk was too much. He said merely because the farmer got an increase in the price per gallon did not justify raising the price that much. He said he belonged to the time when one could get a glass of milk for 5¢ but he thought 20¢ was still a lot. Mr. Teagarden said that the price of milk on the Indiana Toll Road was 20¢ and the price of milk on the Pennsylvania Turnpike was 20¢ and the Commission, doing business between the two, would be silly to increase the price above that.

Mr. Teagarden said his committee did not have an easy job. The Chairman said that it certainly did not have an easy job and somehow Mr. Teagarden attracted the committees that had difficult jobs. Mr. Teagarden said the reason the committees had done so well was that very, very good people served on the committees, who looked into these things and they did not just go off and grant a request every time it was made. He said the request had to be legitimate or they did not go along with it.

The Chairman said that the Turnpike was staffed by good people. He said he had not yet reported that during the month Walter G. O'Grady, who had been auditor for the Commission for longer than 21 years, retired and he wanted the record to show that the Commission congratulated Mr. O'Grady for his long service and expressed its gratitude for such good service. He said he could think of two occasions especially when Walter O'Grady had alerted the Commission to situations at Youngstown and elsewhere which might not have been found if it had not been for Mr. O'Grady's alertness. He said he therefore wanted Mr. O'Grady to be congratulated on his years of service and informed that he had the Commission's best wishes for long and happy years of retirement. He said the Executive Director would report on Mr. O'Grady's replacement.

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

Mr. Richley said he had no formal report to make, but he had perused the last report of the J. E. Greiner Company on the study of improvements. He said he found it in order and the study was coming along well and he looked forward to its completion.

The Chairman said the report of the Director of Transportation was accepted as offered, but that he wished to ask Mr. Richley about the publicity about travel centers that the Department of Transportation and the Department of Natural Resources were going to establish around the state. He asked whether the Turnpike should have one. Mr. Richley said the Turnpike was generally doing the things that the Department of Transportation and the Department of Natural Resources planned to do and the Turnpike did them at its first plazas in Ohio. The Chairman said it was done at both ends of the Ohio Turnpike. Mr. Richley said that neither Indiana or Pennsylvania had that capability. He said the Ohio Turnpike was also doing the same things at its restaurant facilities. The Chairman said he had read the accounts and he just wanted to be sure the Commission was doing just as much or more than the Department of Transportation or the Department of Natural Resources planned to do. He said that Governor Gilligan had mentioned to him several times that he was impressed with the kind of introduction to the state that the Turnpike gave its travellers.

The Chairman asked Mr. Richley how many such centers were planned. Mr. Richley said they would be set up at entrance points to the state in all directions, and that it was also hoped to do something at the approaches to some of the larger urban areas, but such centers would be established later than those near the boundaries of the state.

Mr. Chastang said he had been on the freeways frequently and on several occasions, he had seen motorists using crossovers. He asked whether there should be large legible signs on the roadside warning that crossovers were for police or emergency vehicles only. He said frequently the signs were only at one place and that was at the crossover and a driver had already committed himself at that point. Mr. Chastang said drivers should know better but it might be a good idea to have signs at the side of the road. Mr. Richley said there were advance information signs on the left shoulder of freeways saying something to the effect that no U-Turn was permitted ahead. He said he thought the few people who abused the crossovers were those who failed to get off at the proper interchange or for some reason or other had changed their minds and simply took a chance and crossed. He said they did it at a very heavy risk to themselves. The Chairman said on a toll road it not only placed them in jeopardy but cost them money.

Mr. Richley said he had used a crossover once in 1972 in a state automobile because he wanted to get on the other side to help a stranded school bus that he had seen and he had been promptly stopped by a patrolman. He said he directed the patrolman to the school bus. He said the patrolman had done what he would have hoped to have done, and provided radio communication service.

The Chairman said the report of the Committee on Safety would be received.

The chairman of the Committee on Safety, Mr. Johnson, reported that the Chairman had already covered the important items on Safety but he would like to add that, with the subtraction of the one suicide that had been charged to the accident record, the Turnpike's safety record was better at the end of September, 1973 than it had been at the end of September 1972. The Chairman said the Turnpike never did something that certain other agencies did. He said other agencies estimated how many people were going to be killed in a certain period. He said the Ohio Turnpike Commission never did that and would never do that, that he saw no sense to it.

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

The Executive Director reported that it had already been mentioned that the Commission had received the Consulting Engineers' 1973 report. He said in addition to the published report the Members had in front of them, the Consulting Engineers had also submitted detailed inspection logs of all the facilities and that the logs included any deficiencies noted during the inspections. He said the logs were in the possession of the Commission and had been turned over to the staff and any deficiencies listed would be promptly corrected.

The Executive Director reported also that Mr. O'Grady's retirement became effective September 30 and, effective October 1, Robert E. Oliver, Jr., of East Cleveland had been appointed Chief Auditor. He said Mr. Oliver was 52 years old, was a graduate of Case Western Reserve University and he had had wide experience in both auditing and accounting assignments. He said Mr. Oliver's most recent assignment was chief of internal audits for the Cleveland store of the May Co.

The Chairman directed that Mr. Oliver should attend the next meeting of the Commission so the Members might meet him.

The Executive Director reported also that Daisy G. Collins of Cleveland had been appointed Staff Lawyer in the Legal Department effective October 15. He said Miss Collins was a cum laude graduate of the Howard University School of Law, and was a cum laude graduate of The Ohio State University and had been valedictorian of her high school class in Berea. He said she was in private practice in Cleveland and that she was expected to be a valuable addition to the Legal Department. The Chairman said Miss Collins was not the first woman lawyer the Commission had employed. He said the Commission had a General Counsel who was a woman, Ruth L. Wilkins. He said he made that point so that nobody in the room would get the idea this was the first woman ever appointed.

The Executive Director reported also that the addition to the Administration Building had been completed on schedule. He said that over the weekend various

offices had been moved into the new addition. He said there were two relatively minor change orders that added \$5,000 to the cost and they were the extension of the microwave communication system and a new electric power entrance so the new computer equipment would be better served.

The Executive Director reported also that the monthly progress report of the facility study was in the Commission Members' folders.

The Executive Director reported also that a new sports coliseum was being built close to Turnpike Exit 11 (Cleveland). He said the manager of the coliseum had called him about a month before to show him the construction work. He said the coliseum manager expected it to be in operation in about a year. He said he would expect increased traffic loads at Exit 11 and he would take steps to accommodate the traffic properly. He said traffic would probably have more problems after it left the Turnpike than on the Turnpike. Mr. Chastang asked whether temporary toll booths would be installed. Mr. Johnson said he did not think that would be necessary, that, if the Turnpike staff knew when the events were scheduled, lanes would be kept operating and enough people would be assigned to them. He said the crowds would occur at what would otherwise be offpeak periods when the toll collection staff normally was reduced. He said if the Turnpike staff could know when events were scheduled, toll collectors would be added, and things would go smoothly.

The Chairman said the Turnpike staff did not have to do a great deal except to coordinate with the Department of Transportation. Mr. Richley said a series of improvements were programmed for State Route 303 and that the developer had a series of improvements he was planning to build with ODOT approval.

The Executive Director reported there was one other item concerning the facility study. He said the plan of the Mahoning County engineer to connect old Interchange 15 to the new Interchange 15 with I-80 had been forwarded to the Consulting Engineer for comments. He said the Mahoning County Engineering office had asked for the Ohio Turnpike Commission's comments on the proposed plans and he said he would like to go over the comments and plans with Mr. Richley before they were submitted to the Mahoning County Engineer.

The Executive Director reported also on the situation at Milepost 57.8. He said he had submitted a proposal from the Lucas County Sanitary Engineer and the Lucas County Commissioners to the Members during the month. He said in view of the situation at Milepost 57.8, the County Commissioners had asked that they be permitted to change the planned procedure of constructing the remaining portion of the 78-inch sanitary sewer crossing by driving sheet piling, making cofferdams and open-cutting the eastbound lanes of the Turnpike. The Executive Director said the Commission would not normally consent to such a plan of construction because it would require closing of traffic lanes, but the

staff and the Consulting Engineer considered that the situation was urgent and agreed to the concept. He said the Commission and the Greiner Company had substantial comments on the proposed plan and had asked them to be incorporated into the plan. The Executive Director said it took so long for the Lucas County officials to incorporate the Turnpike's suggestions into the plan and to provide the necessary design computations for evaluation of the soundness of the plan that it did not get approval by the Turnpike until September 20. He said the Commissioners presented their plan to their contractor for his estimates for completion time and cost estimates. He said that on Thursday, September 27, the General Counsel, Francis K. Cole, the Chief Engineer, Frank A. Dutton, Mr. Harnden of the Consulting Engineers and he had met with the Lucas County Commissioners, the County Sanitary Engineer, and the County's contractor to hear the contractor's cost estimate and time schedule. The Executive Director said that the contractor indicated he would need twelve weeks to complete the work which was totally unacceptable. He said the estimated cost of the work was unacceptable to the County Commissioners. He said the contractor suggested an alternate plan and asked both the Ohio Turnpike Commission and Lucas County to consider it. The Executive Director said he had told the Commissioners the Turnpike Commission staff and Consulting Engineer would consider it and on the following day he had advised the County the Turnpike Commission could not agree with the plan because it did not provide adequate precautions and protections to the Turnpike during the construction period. He said the Members' folders contained copies of his letter, dated September 28, 1973, to the County Commissioners stating this. He said he, the Turnpike staff and the Consulting Engineers now all considered the situation to be an urgent emergency one. He said in his letter of September 28 to the County Commissioners he had advised them that the Turnpike so considered the situation and that the Turnpike requested that the Commissioners take steps to cancel that portion of the present contractor's project on Turnpike property so that the Turnpike Commission might arrange other means of finishing it. He said the General Counsel and the Consulting Engineers had been in Lucas County on October 1 to meet with the County Commissioners and the County Prosecutor to arrange for completion of the project by other means. He said the other means would be for the Turnpike Commission to take over the project and complete it. He said while the General Counsel and Consulting Engineers were in Lucas County they had obtained copies of two resolutions passed by the Lucas County Commissioners on October 1. The Chairman said that certified copies of the two resolutions should be incorporated by reference to the record.

"October 1, 1973

"Commissioner Holzemer offered the following resolution:

"WHEREAS, Vito's Trucking & Excavating Company, Inc., has failed to comply with the terms of its contract in the construction of that segment of the 78-inch sanitary sewer under the Ohio Turnpike; now, therefore, be it

"RESOLVED, by the Board of County Commissioners of Lucas County, Ohio, that said contractor be notified forthwith that this Board will undertake by whatever other means are available, to construct the said segment and that said contractor and his bonding company, Insurance Company of North America, be notified that this Board will make other arrangements to complete this work between Stations 225+47 and 223+91, and that the said contractor and his bonding company will be required to reimburse the Board of County Commissioners for all expenses and losses occasioned by the said default.

"On the foregoing Commissioner Gernheuser voted aye
" Holzemer " "
" Wittenberg " "

"I hereby certify the foregoing is a true and correct copy of resolution adopted by the Board of County Commissioners of Lucas County, Ohio, on October 1, 1973.

"Charles F. Baxley
"Administrator-Clerk

"cc: Ohio Turnpike Commission
Ohio Water Development Authority
Vito's Trucking & Excavating Co., Inc., 4751-22nd Mile Rd., Utica,
Mich. 48087
Insurance Company of North America, 300 Buhl Bldg., Detroit 48226,
Att: M. B. Bauer
Bond Manager
Sanitary Engineer
County Prosecutor
County Auditor
MB
File
Executive Director
J. E. Greiner - 2
General Counsel
10/3/73"

"October 1, 1973

"Commissioner Holzemer offered the following resolution:

"WHEREAS, Vito's Trucking & Excavating Company, Inc., contractor on the 78-inch sanitary sewer under the Ohio Turnpike, has defaulted on its contract and has failed to perform the necessary work required between Stations 225+47 and 223+91; and

"WHEREAS, this Board is faced with an emergency due to the unstable conditions created by the Contractor, and the approaching inclement weather and and the road hazards inherent therein; and

"WHEREAS, this Board has hertofore agreed to save the Ohio Turnpike Commission harmless from any expense whatsoever, resulting from the Commissioners' and their contractor's actions in the construction of this improvement under the Ohio Turnpike; and

"WHEREAS, the Ohio Turnpike Commission has indicated to this Board that in order to protect the said Ohio Turnpike, they are prepared to proceed immediately to take all necessary action to install the 78-inch sewer within the Turnpike's right-of-way in such manner as to protect said right-of-way; and

"WHEREAS, the Ohio Turnpike Commission has advised this Board that it will hold this Board responsible for the cost of said construction, which cost is estimated to be not in excess of \$350, 000, and the Board recognizes its responsibility to reimburse the Ohio Turnpike Commission for the expense of such work; now, therefore, be it

"RESOLVED, by the Board of County Commissioners of Lucas County, Ohio, that this Board does hereby authorize said Ohio Turnpike Commission to proceed with the construction of said improvement between the above stations as aforesaid, in general accordance with the plans of the Board heretofore approved by the Commission, and such changes as may hereafter be agreed upon between the Board and the Commission.

"On the foregoing Commissioner Gernheuser voted aye
" " Holzemer " "
" " Wittenberg " "

"I hereby certify the foregoing is a true and correct copy of resolution adopted by the Board of County Commissioners of Lucas County, Ohio, on October 1, 1973.

"cc: Ohio Turnpike Commission OWDA, "Charles F. Baxley
Vito's Trucking & Excavating Co., Inc., Insurance Company of North "Administrator-Clerk
America,
Sanitary Engineer, County Prosecutor, County Auditor,
MB, File"

The Chairman said he wished to congratulate the staff because, as he had said, he had been troubled about the whole situation. He said he was very pleased with the way the Lucas County Commissioners had handled their

responsibility. He said as far as placing fault, the fault was theirs and the trouble that the Commission was going to experience in correcting what happened was the very same kind of trouble that the Commission had been trying to avoid for nearly 20 years at Milepost 15. He said the Commission had been trying to avoid tearing up the Turnpike at Milepost 15 for nearly 20 years but at Milepost 57.8 the Commission was confronted with an emergency over which it had no control. He said no one had any control at Milepost 15, because that area was a freak of geology but there certainly was human control at Milepost 57.8. The Chairman asked the Executive Director to report on Milepost 15.

The Executive Director said that within the next two months the situation at Milepost 15 would be examined and a decision would be reached whether any additional work had to be done before it was resurfaced during 1974.

The Executive Director said the situation at Milepost 57.8 was an emergency situation for two reasons. He said the area could not be allowed to remain without any work being done on it until next spring because it was known that the area underlying the pavement was unstable and that a collapse had occurred on July 4. He said there was equipment buried under the median and that attempts to stabilize the area chemically had been unsuccessful. He said there was very little time left to start work and get the project completed. The Chairman said he accepted the emergency and he was sure everyone else did.

The Executive Director said the Turnpike Commission had arranged with the Peirce Construction Company of Holland, Ohio, to perform the work and to proceed immediately on an emergency basis under contract. He said the Peirce Construction Co. would be working on the job with a subcontractor, the Mosser Construction Company. He said the Peirce Construction Company and the Mosser Construction Company were well known to Lucas County and to the Commission. He said payments would be on a cost plus basis with an estimate of \$350,000.

The Chairman said that Vito Trucking & Excavating Company had estimated \$650,000. The Executive Director said the Lucas County Commissioners had declared Vito in default. Mr. Richley asked how many estimates had been secured for the emergency work. The Executive Director said the Turnpike staff had talked to Peirce and other contractors who might be interested but Peirce was the contractor who was most capable and was able to do the work immediately. He said Peirce could begin work on Thursday, October 4. He said the Chief Engineer had talked to other contractors in the area that might have the capability to do the work.

Mr. Chastang asked what the Consulting Engineers had to say about the contract with Peirce. Mr. Harnden said the Consulting Engineers were in favor of the contract with Peirce and that the Commission would be paying for what it got. Mr. Teagarden said the Commission was protected under an agree-

ment by the County Commissioners. The Executive Director said it was an unfortunate situation and that the County Commissioners were going to have to pay the bill. He said the Commissioners had indicated that they wanted the Commission to do the work and he thought under the circumstances there really was no other alternative. The Chairman said the Commission was performing the work for the Commissioners. Mr. Richley said the matter probably would wind up in litigation with a series of litigants and a series of law suits, and he would not object to going ahead with Peirce but he wanted to be sure that the Commission was fully documented on the fact that there were two or three firms who were invited to examine the plans and submit proposals before the Commission selected Peirce as the contractor for the emergency project although, in effect, it was being done for the Lucas County Commissioners.

The Executive Director said the staff was trying to take every adequate precaution to make certain that both Lucas County and the Turnpike Commission were protected in the matter. He said there was some risk involved but it was known that the Commission had to get on with the job. The Chairman said apropos of what Mr. Richley had just said there should be approval from Lucas County before going ahead. The Executive Director said he would secure that approval. Mr. Richley said if the Commission was in court four or five years hence there probably would not be the same Commissioners, that that was conceivable, and that he wondered what the conditions of the contract were. The Executive Director said although the proposal from Peirce was short it would indicate that \$350,000 was maximum cost. The Chairman said, apropos of what Mr. Richley had said, Lucas County's agreement to the whole deal should be secured. The Executive Director said he would obtain that agreement.

The Executive Director said in view of the likelihood that the work would cost more than \$250,000 he would need authorization from the Commission to enter into a contract and he said Mr. Cole had only the morning of the meeting to work on the necessary resolution.

Mr. Richley asked what the nature of the work was that the Peirce Construction Company would do. The Executive Director said that Peirce Construction Company was going to build a series of closed sheet pile cofferdams the first of which would be built in the median so that a mining machine buried beneath the median could be recovered. He said the company would then complete installation of the sewer in the median area. He said when that was done a second cofferdam that would carry through the eastbound lanes would be built. He said the eastbound lanes would have to be cut and a traffic cross-over opened and that another cofferdam would be installed across to the south right of way line. He said it was intended to leave the sheeting in place so that the integrity of the area would be assured. Mr. Richley asked which way the original work had been going. Mr. Johnson said it was going from north to south and that the cave-in occurred in the median. He said the contractor had been tunnelling and jacking the concrete pipe out of a jacking pit on the north side.

Mr. Richley asked what would happen to the eastbound lanes. Mr. Johnson said they would be cut, the pavement would be pulled out, sheeting would be driven in and toed in to about 15 feet below the bottom of the proposed pipe. He said the material would then be excavated within the sheeted cofferdams. He said the sewer would be placed in gravel bedding and the whole area backfilled with granular back fill material and compacted. Mr. Richley asked why open cutting was to be used compared to the original plan to tunnel. The Executive Director said that during the summer attempts were made to stabilize chemically the very soupy wet material before the resumption of the tunnelling operation. He said the tunnelling operation was being done by machine ahead of the sewer pipe installation when the collapse occurred and that the attempt to stabilize the soil chemically did not work. Mr. Chastang said that the point that disturbed him was that the Commission was going to cut out a section of the roadway itself although the Lucas County Commissioners originally intended to go through by tunnel. The Executive Director said that was correct. Mr. Chastang said the Lucas County officials could say that they never intended to pay for taking out the roadway, that they intended to go through by tunnel. He asked whether the Executive Director had to go to the Lucas County Commissioners about it. Mr. Richley asked why the balance was not tunnelled with a new shaft on the other side of the roadway. The Executive Director said that they were not doing so because the area was not suitable for tunnelling. He said there was no confidence that a tunnelling operation could be performed successfully now that the conditions were known. The Chairman said that he would not take a chance on tunnelling.

The Executive Director said that another problem in tunnelling from the south was the tunnelling machine buried in the line of work. He said it had to be removed, so that in order to come in from the south end it would be necessary to tunnel in with a larger diameter liner plate type operation and then try to pull the machine out before completing the sewer. He said it was now known that the soil was very dangerous for tunnelling. He said it would be expensive to do what was being discussed but the plans had been agreed upon because the Turnpike Commission thought the plan contained the precautions it needed. The Chairman pointed out that it was Lucas County's own proposal. The Executive Director said the Lucas County Commissioners had proposed the plan and had asked if the Turnpike Commission had any suggestions on how to make it structurally adequate. Mr. Harnden said the soils in that area were not suitable for tunnelling and that the grouting contractor who had attempted to stabilize the area chemically had characterized the soil as being like a "flowing river". Mr. Harnden said the soil consisted of very fine sand saturated with water. Mr. Richley asked if that had been known before the tunnelling began. The Executive Director said that apparently all conditions were not known. He said at the level of the tunnel itself there was fairly good layer of clay but that immediately above the clay there was a lens of high moisture content fine sand. He said somehow that material got into the bore hole and caused the collapse of the tunnel. He said knowing that the condition existed and knowing that the layers

could change, especially if a tunnel were bored from the south end with a bigger hole than the original one in order to recover the mining machine, it was almost certain that the sand layer would be encountered and the problem would thereby be compounded.

Mr. Richley asked whether there was an alternative of allowing the situation to remain as it was until spring. The Executive Director said he could not recommend that because the area was not stable. The Chairman said the Director of Transportation and everyone else knew that public bodies had to be permitted to tunnel under highways. Mr. Richley said he had experienced an almost identical situation under a river and that he could feel for what the Executive Director was saying. He said that if the material were confined things would be in good shape but when unconfined the whole bottom fell out.

Mr. Richley said his only concern after everything had been recorded was that the Lucas County officials ought to approve and that it would also be advisable to have on record for future use, if it became necessary, and also for the use of the Lucas County Commissioners, two more estimates from two reliable contractors that would cover the same work. Mr. Johnson said they were already on hand but that he did not have them with him. Mr. Richley said they should be presented at the time the Lucas County Commissioners approve the selection of a contractor under an emergency situation.

Mr. Harnden said the Consulting Engineers had not finished an estimate of the cost, but the Commission had the approval of the Lucas County Commissioners to go ahead and the Lucas County Commissioners could have their consultants make the estimate or make the estimate themselves. The Executive Director said that the Lucas County Commissioners had the estimate of \$350,000 in their resolution. He said the Lucas County Commissioners knew they would have to do whatever was necessary for them to do to keep the Turnpike whole.

Mr. Richley asked whether the Turnpike Commission would pay the contractor directly and how the Commission would recover its costs. The Executive Director said the Ohio Turnpike Commission would pay the contractor and the Commission would invoice the Lucas County Commissioners. He said he expected the work to be done very quickly and hoped that it would be done by the middle of November at the latest. The Chairman said that one reason he wanted it done before the end of the year was that both the Prosecutor and the Commissioners would be in office because the county commission was not going to change by virtue of an election in the fall of 1973.

The Chairman asked Mr. Richley if he was satisfied with the arrangements and was ready to go ahead. Mr. Richley said he was, that he had merely been interested in learning some of the details. The Chairman said he would rather have Mr. Richley interested in the details than anybody else. He said Mr. Richley knew he was the Commission's engineer, no matter who else might be an engineer.

The Executive Director said the Ohio Water Development Authority was involved in the sewer construction.

A resolution authorizing the Executive Director to contract for the performance of construction at Milepost 57.8 in Lucas County, Ohio, was moved for adoption by Mr. Richley, seconded by Mr. Anderson, as follows:

RESOLUTION NO. 18-1973

"WHEREAS this Commission heretofore on June 14, 1973 granted a permit to the Board of County Commissioners of Lucas County, Ohio pursuant to the "Rules and Regulations for the Installation, Construction, Repair, Renewal, Relocation and Removal of Facilities of Public Utilities, Both Publicly and Privately Owned, and of Carriers By Pipe Line, Both Common and Private" adopted by the Commission on January 6, 1953, authorizing said Board to construct a 78-inch sanitary sewer under the Turnpike at Milepost 57.8 in Lucas County, Ohio upon the terms and conditions, and subject to the provisions and agreements set forth in the aforesaid Rules and Regulations, and in said permit, and in the resolution adopted by the Board of County Commissioners requesting the issuance of said permit;

"WHEREAS the effort of said Board of County Commissioners of Lucas County to perform said work through its contractor for the construction of the sewer line of which said work is to comprise a part was unsuccessful and the completion of said work within the Turnpike right of way by said contractor has been nonperformed by said Board of County Commissioners;

"WHEREAS the work heretofore undertaken and attempted as aforesaid has caused instability of the soil in the area, collapse of such soil within the median and some subsidence of the westbound roadways of the Turnpike, and extensive efforts by the Board of County Commissioners of Lucas County, with the cooperation of the Commission, to determine the nature and extent of the instability thus created and to correct the same have been unavailing;

"WHEREAS the Commission is advised by its consulting engineer, chief engineer and executive director that with the onset of unfavorable and severe weather, which is imminent, and intolerable peril to the Turnpike roadways, and intolerable danger and hazard to the travelling public using said roadways will result from said condition of instability if said condition be not corrected forthwith as only by such immediate action can correction be expected to be accomplished soon enough to avoid the aforesaid intolerable perils and hazards and to avoid the corrective actions themselves being hampered and jeopardized by weather conditions already imminent;

"WHEREAS the Board of County Commissioners of Lucas County has also by resolution adopted October 1, 1973 declared that an emergency exists

with respect to the aforesaid conditions;

"WHEREAS the Board of County Commissioners of Lucas County has by the same resolution unanimously recognized the financial responsibility of said Board for the construction of its said sewer line within the Turnpike right of way, including the protective action necessary to protect said right of way, and has authorized the Commission to proceed with such construction according to the plans of said Board approved on behalf of the Commission and agreed to reimburse the Commission for the expenses thereof;

"WHEREAS the Commission has received an offer from The Peirce Construction Company of Holland, Ohio to perform said work on a time and material basis and said offer is the best which has been obtainable from any of three contractors who have addressed themselves to the proposed construction, both monetarily and in terms of the extent of time required to perform the work; and

"WHEREAS the Commission has been advised by its general counsel that it may legally enter into a contract for the aforesaid work without competitive bidding under the circumstances hereof;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission determines and hereby declares that an emergency relating to the stability of the Turnpike and the safety of the travelling public exists requiring the performance of the work necessary to complete the construction of the Lucas County 78-inch sanitary sewer within the Turnpike right of way forthwith without the delays inherent in competitive bidding because of the imminence of weather which would preclude the timely construction necessary to avoid such perils;

"FURTHER RESOLVED that the executive director be, and hereby he is, authorized to contract with The Peirce Construction Company of Holland, Ohio for the said construction upon a time and material basis at a cost estimated to be approximately \$350,000.00, in accordance with the plans of the Board of County Commissioners of Lucas County, Ohio, heretofore approved on behalf of the Commission with such changes, if any, as may be agreed to by the executive director and Board of County Commissioners of Lucas County; and

"FURTHER RESOLVED that said contract may include such other provisions as the executive director and general counsel shall deem necessary or appropriate to accomplish the end in view, and that the executive director is instructed to seek prompt reimbursement of all expenses incurred in the construction."

The General Counsel asked Mr. Richley if the estimate of Vito's Trucking & Excavating Company should be considered as one of the three estimates and

Mr. Richley said it should be so considered.

A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 18-1973. He said he hoped that the Executive Director would be reporting at the December meeting that the work was completed and satisfactory.

The Executive Director reported also that generally the toll audit project was proceeding satisfactorily. He said there had been a delay in the shipment of some of the plaza computers, and that he would get to the bottom of it at a meeting with the contractor that night and report further on the matter. He said he still expected to put the equipment into operation in April, 1974.

The Chairman said the report of the Executive Director was accepted as offered. He ascertained there would be no report from the Consulting Engineers or from the Director of Information and Research.

The Chairman directed that the Assistant Secretary-Treasurer should send a letter of congratulations to the Highway Patrol on their 40th anniversary and that a similar letter be sent to the Director of Liquor Control.

Mr. Richley said that on reading the report of the Consulting Engineers he found that on page 12 the total vehicle miles of travel on the Turnpike in 1972 were 4.65 per cent more than in 1971 and the truck traffic was 23 per cent of the total in 1971 and 25 per cent in 1972 and that for the first six months of 1973 truck mileage was 29.7 per cent of the total. He said on page F-2 truck travel was 14 per cent more on the Turnpike in 1972 than in 1971 and truck traffic for the first six months of 1973 was 19 per cent greater than in the same period in 1972. Mr. Richley asked whether that trend alarmed anybody except him and whether anyone else had any feelings about the matter. The Chairman said that the increase in truck traffic had been notable. Mr. Richley said he continued to be alarmed because the statistics were the same kind that were occurring on the Interstate System in some of the urban areas and he wondered whether the Commission was alarmed. The Chairman asked if he meant alarmed by the increase in truck traffic. Mr. Richley said he was alarmed by the rapidity of the increase. He said the rate of increase was far outstripping the increase in passenger vehicle mileage -- by 2-1/2 to one.

The Executive Director said that the Commission had certainly noted it.

He said he was not alarmed about it but there was no question in his mind that the increase in truck traffic was a substantial factor in maintenance efforts and maintenance costs. He said the truck traffic had a marked influence in the maintenance costs. The Chairman asked Mr. Richley if he was thinking of saturation. Mr. Richley said he was thinking about ultimate separate facilities. He said he wished to allude to it only very, very vaguely. He said there was a section of the 1973 Federal Highway Act which allowed for the development of exclusive truck lanes with Federal moneys on an Interstate facility. He said the Ohio Department of Transportation was toying with that idea on several sections of Interstate because of the increase in truck traffic. He said he knew, from the point of view of revenue, trucks paid a substantial amount of the total tolls on the Ohio Turnpike and he only raised the concern that was felt by the Ohio Department of Transportation and wondered how the Ohio Turnpike Commission felt.

The Chairman said that by the time exclusive truck lanes would be available, the Ohio Turnpike would not, he hoped, be in need of them because he hoped that the Ohio Turnpike would have paid off its bonds and if a parallel truck lane could be constructed for trucks along the Ohio Turnpike, it would not have a deleterious economic effect. Mr. Richley said he hoped that his remarks would be considered in the light of the facilities report that Greiner was preparing. The Chairman said it was a long term question. He said a long term independent truck facility might be available at the same time that the Director of Transportation assumed responsibility of the Ohio Turnpike when the bonds were paid off. The Executive Director said there was no question but that the increase in truck traffic was one of the things being considered in the facility study. The Chairman said Mr. Richley had put his finger on the matter of increased truck traffic and both the Executive Director and the Chairman had heard him.

Mr. Anderson said that in regard to truck traffic, because of the present situation of the Penn Central Transportation Company, goods formerly being shipped by rail were being shipped by truck and that truck traffic would continue to increase. The Chairman said that more and more shipments were moving by truck, but the increase in traffic could be lived with for several years. Mr. Richley said that depended on one's definition of "lived with". The Chairman said people were going to have to live with it as well as they could on I-71 and that the state was in trouble on I-71 in half a dozen places. He said that the problem of increasing truck traffic was not exclusively that of the Turnpike. Mr. Richley agreed that it was not. The Chairman said when the Executive Director came down from Cleveland that morning he had been delayed by 15 minutes from Hudson Street to Broad Street. Mr. Richley asked how that delay pertained to the volume of truck traffic. He said there was one section of I-71 that had truck traffic as high as 43 per cent, and that was why the increase in truck traffic was a legitimate area of concern.

The Chairman said it was a legitimate area of concern but it was a horizontal concern, not merely for the State of Ohio but for the transportation system of the nation because just as Mr. Anderson had said, every morning when one read the Wall Street Journal it had something over in the right column about Penn Central going out of business. The Chairman said one thing he never did was to panic and that he was watching to see if there was anything in peculiar to the Turnpike and his conclusion was that there was not. Mr. Richley said it was peculiar to the Interstate System. The Chairman said it was peculiar to motor transportation in the United States. He said the situation was widespread in the country. Mr. Chastang said he had just returned from a trip on which he used some of the freeways and he noticed in the mountainous areas there was a third, or climbing, lane for trucks. He said it was very pleasing to persons who drove passenger cars to pass trucks on hills. He asked whether the climbing lanes were worth their cost and whether they really helped. Mr. Richley said that they would wherever there was a grade problem. The Chairman said the Ohio Turnpike had two climbing lanes that had been installed since the Turnpike was opened. Mr. Johnson said that there was one for westbound traffic in the Cuyahoga River Valley and another for eastbound traffic near Norwalk.

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

RESOLUTION NO. 19-1973

"WHEREAS the executive director, deputy executive director, chief engineer, 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 September 4, 1973, 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 September 4, 1973 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, Anderson, Richley, Chastang, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with all Members voting in the affirmative. The resolution was identified as No. 19-1973.

There being no further business to come before the Commission, a motion was made by Mr. Teagarden, seconded by Mr. Chastang, that the meeting adjourn until November 6, 1973, 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: Teagarden, Chastang, Anderson, Richley, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 1:13 p. m.

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



Charles J. Chastang, Secretary-Treasurer