

MINUTES OF THE TWO HUNDRED AND SEVENTY-NINTH MEETING  
June 4, 1974

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 June 4, 1974 with key members of the staff; a representative, Harvey A. Harnden of the Consulting Engineers; a representative, 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 Chairman said all Members were present with the exception of Ralph H. Anderson, who was out of the state. The Chairman said that he had boasted many times about the attendance at the meetings of the Commission. He said the Commission had never failed to have a quorum.

A motion was made by Mr. Bricker, seconded by Mr. Teagarden, that the minutes for the meeting of May 7, 1974, 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: Bricker, Teagarden, Richley, Shocknessy.

Nays: None.

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

The Chairman reported that the meeting was being held immediately after the month end report of the Commission had been released and that the Members had seen it and the publicity. He said the Columbus Dispatch had had a very good story upon which he said he had complimented Ray Lambert of the Dispatch (who was present at the meeting) and that he had mentioned to Tom Lindeman (who was present at the meeting) that the story in the Blade of Toledo had been quite full. He said The Cleveland Plain Dealer and the Akron Beacon Journal had also run condensed reports. He said if there was no objection on the part of the Members, he would incorporate the release in the business meeting. He determined that the Members were in agreement. The release read as follows:

" 'Total revenues of the Ohio Turnpike Commission for the month of May are estimated at \$3,780,000 which is only \$114,000 or 2.9% less than those received in the same month in 1973 but at the same time it was an 11.0% improvement over the previous month, April,' James W. Shocknessy, Chairman

of the Ohio Turnpike Commission, said today.

" 'Much of the improvement of May over April can be attributed to the fact that unlimited gasoline became available again on the Ohio Turnpike 24 hours daily beginning on May 23 and thereafter, for the first time since early December, 1973 when the President requested Sunday closing of gasoline stations,' Shocknessy continued. 'As public confidence in the availability of gasoline returns, use of the Ohio Turnpike can be expected to increase even despite the exorbitant price which gasoline is now commanding,' he went on to say further.

" 'Work on resurfacing 20.4 miles of the Ohio Turnpike is progressing normally and is scheduled to be completed by June 30 so that travellers will not be subjected to any delays because of resurfacing during the July 4 holiday period or thereafter,' Shocknessy said also.

" 'There were no fatal accidents on the Ohio Turnpike over the five-day Memorial holiday period,' Shocknessy pointed out, 'making it the sixth successive holiday period without a fatal accident. As the Commission has often said, travellers are more alert in holiday periods when traffic is especially heavy and alert drivers are not likely to have accidents. Other factors in this year's continuing safety record have been the lowered lawful speeds, the fewer travellers on the road because of the price of gasoline and the fewer drivers experiencing the fatigue of long distances.

" 'Travel for the five-day Memorial holiday period from Friday through Tuesday amounted to 368,264 vehicles without a fatal accident, being 92% of the number of vehicles that used the Turnpike in the same holiday period in 1973 when lawful speeds were higher and gasoline cheaper,' Shocknessy continued.

" 'There is no indication in the May statistics to require any alteration in the statements previously made that full payment of the 1952 bond issue of \$326,000,000 will be accomplished in 1980 or 1981,' Shocknessy concluded."

The Chairman said that the principal question that was being asked him by bankers and others was "Are you going to have to vary your schedule for the retirement of the Commission's revenue bonds, especially as to the ultimate date of retirement?" He said the Commission did not expect to have to vary it because the Trustee was expecting to purchase about \$16,000,000 face value of bonds during the year as planned. He said there was no indication in the May statistics to require any alteration in the statements previously made that full payment of the 1952 bond issue of \$326,000,000 would be accomplished in 1980 or 1981 and he still believed that the date would be 1980. He said after the \$16,000,000 would be retired in 1974 the remainder outstanding would be about \$115,000,000 and it was just plain arithmetic on the basis of

the revenue, not expected revenues but revenues actually produced, in the face of the gasoline shortage and the speed reduction, that the Commission would still be able, God willing, to pay off \$16,000,000 in 1974 and on that basis, with the continuing reduction in interest, there should be no trouble. He said that six 16's made 96 and seven 16's would be even more and that the interest would be going down.

The Chairman said that, together with the release, that statement of his constituted the Chairman's report except that he wanted to take note that Tom Lindeman was the new man in the Toledo Blade Columbus Bureau who replaced Tom Walton. He said Ray Lambert had not been at a meeting for two months or more but when he was on the job he did a good job and when he saw the story about the Turnpike in the Dispatch the night before he looked at it and said, "Well, it looks to me as if Lambert is working again." He said he also wished to mention that Staff Counsel James C. McGrath was representing the General Counsel, Francis K. Cole. He said the General Counsel had been in the hospital since the Commission's last meeting for emergency surgery and had now returned to his residence. He said the Commission was glad that Mr. McGrath was present and the Commission liked very much for the people who were associated with it to come and look at the Members. He said he was glad to have Mr. Lindeman present and glad to have Mr. Lambert back. He said the Commission also took note of the fact that Haskell Short, bureau chief of Scripps-Howard Ohio Press Service, had been in the hospital for a good while and had undergone two serious operations. He said he would like the Executive Director, Allan V. Johnson, to send Mr. Short the Commission's best wishes. He said Mr. Short was a competent craftsman and had covered the Commission for many years and it was even needless to say he had the Commission's best wishes and prayers.

The Chairman reported also that Mr. Teagarden, the chairman of the Committee on Employee Relations, and Mr. Bricker, the vice chairman, were conducting discussions with employee representatives and so far as he could tell, they were getting along pretty well. He said Mr. Bricker, who had experience on one side of the table, was operating on the other side, and that Mr. Teagarden thought highly of Mr. Bricker, and that Mr. Bricker thought highly of Mr. Teagarden and both of them thought highly of the Commission staff. He said that he thought it was beneficial, and more than merely beneficial, to have Mr. Bricker at the discussions with his experience and with the respect that people who worked for wages and who were organized had for him. He said he thought it was good for the Commission and that never before had it had a Member of the Commission who spoke from the depth of experience in labor as Mr. Bricker did and the Commission was glad to have him on the Committee on Employee Relations. Mr. Bricker thanked the Chairman.

The Chairman said Mr. Bricker had told him how dedicated Mr. Teagarden was and how knowledgeable he was in the field of labor. Mr. Teagarden said

Mr. Bricker had given him considerable help at his right hand and he did not hesitate to say to him that maybe this should be done or maybe that should not be done and that he appreciated Mr. Bricker's help and felt that he and Mr. Bricker were going to get along very well. Mr. Teagarden said it was not an easy job to have twenty people at a meeting and get through the meeting as rapidly as the Committee had done and accomplish as much as it had. Mr. Bricker said that was right and that the meeting was really well controlled. He said he had mentioned to the Committee and the staff that he had never negotiated with twenty people sitting across the table and he had always felt that it was a little unwieldy to have that many people sitting down to negotiate anything but that Mr. Teagarden did a very fine job. The Chairman said such a meeting was not unwieldy when there was a good strong chairman. The Chairman said that Mr. Bricker had told him there were very fine people on the Committee. He said when Mr. Bricker had talked to him on June 3 he had said the Commission had a terrific staff in Berea. The Chairman said that James D. Hartshorne, Deputy Executive Director and the Executive Assistant to the Chairman, had been the closest to being someone who had experience on the labor side of the table because Mr. Hartshorne had been a member of the Newspaper Guild for many years at The Plain Dealer and was often its representative in negotiations. He asked Mr. Bricker if he had known about that. Mr. Bricker said that Talbot Harding, Director of Information and Research, had mentioned something about that to him. Mr. Harding said that Mr. Hartshorne was much more than he admitted. He said Mr. Hartshorne had been one of the leading lights of the Guild in Cleveland and in the nation for many years.

The Chairman said that of course he had been, and so the fine thread of good labor relations had been maintained because of such a good staff and in measure because of Mr. Hartshorne and because of the good will that the Members of the Commission had invariably had. The Chairman said the Members had all been people of good will and that the Commission had had only people of good will. He said the breadth and balance of talent in the Commission had been improved by Mr. Bricker's appointment. He said he was glad Mr. Bricker had come to the Commission.

Mr. Bricker thanked the Chairman and said he was amazed by the efficiency of the Commission and it was refreshing to see the efficiency in the Commission's operation and particularly in its employee discussions with which he had become very familiar and it was very gratifying to know that things were as well under control as they were.

The Chairman said the Commission was the first state agency to have a meaningful grievance procedure. He said the Commission had had a grievance procedure ever since it had employees and the grievance procedure had evolved from the basic grievance procedure which he had written 20 years ago and many state agencies had from time to time asked the Commission to lend its

grievance procedure manual for examination. He said he had never said that he would personally oppose exclusive bargaining so long as it was authorized by law and it was his view that the law was wide open for examination as to bargaining by public agencies and for public employees. He said meanwhile the Commission's grievance procedure and the system of discussions that the Commission followed had been adequate and the Commission was always within the letter as well as within the spirit of the law in its relations with its employees.

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

In the absence of the Secretary-Treasurer, Mr. Anderson, the Assistant Secretary-Treasurer, Mr. Johnson, reported that since the last meeting the following items had been sent to all the Members:

1. Traffic and Revenue Report for April 1974
2. Financial Statements as of April 30, 1974
3. Draft of the minutes of the May 7, 1974 Commission meeting
4. Detail of the Investment Transactions which took place during May 1974
5. Press releases dated May 15, May 23, May 24 and June 1, 1974.

The Chairman said the report of the Secretary-Treasurer was accepted as offered. He ascertained there would be no report from the Committee on Budget and Finance. He asked if there were any questions for the Secretary-Treasurer or the chairman of the Committee on Budget and Finance.

Mr. Richley said he had a question on the figures for May. He said he was trying to relate the figures to the Department of Transportation's income. He said the release of June 1 showed that revenues for May of 1974 were 11% above the figures for April of 1974 and 2.9% less than those of May 1973. He said his question was what increase might have been expected if the growth continued as it had in former years. The Assistant Secretary-Treasurer said he could not estimate that without studying the statistics. Mr. Richley said he felt that had the growth continued the figure might have been 7.2% above the corresponding month for the preceding year.

The Chairman said what the Commission was writing about was particularly in reference to its current financial position as related not only to the present but to the future. He said at the same time the basic figures upon which the Commission spoke were on the same basis upon which Mr. Richley's department was living. He said he thought Mr. Richley was going to put his finger on something else that had given the Chairman trouble, the five days of the Memorial

Day holiday period. He said in that five-day period the Commission had only 92% of the number of vehicles that it had the previous year. He said he had asked how it could be that the Commission was down 8% in those five days and still down only 2.9% in 30 days. He said the answer the Executive Director had given him was that it was the trucks which were continuing to maintain the Commission's income and they were not operating on the five-day holiday. He said the five days were therefore much lower but that the trucks still did protect the total income for the month so that the whole income for the month was down a little less than 3%. He said he had had trouble with those figures when he first looked at them. He said the Commission had lived with restrictions of some sort on the sale of gasoline from November 1973 until the 23rd of May. The Chairman said that the Commission's experience would seem to indicate that a certain form of stabilizing, but not stability, a stabilizing based upon availability of fuel and the accommodation to the new speed limit, was contributing toward what he called stabilizing.

Mr. Richley said the situation was stabilizing and that the Department of Transportation figures showed that, but that the sales of gasoline were stabilizing at a lower level than the Department of Transportation would have hoped and that was not because there was a lack or shortage of gasoline. He said there was a natural tendency on the part of drivers to want to conserve and that the skyrocketing price of gasoline and the new speed limits had caused the consumption of gasoline to fall, but unfortunately the consumption of gasoline was somewhat below the level that ODOT would like to see.

The Chairman said that traffic was stabilizing within a livable limitation so far as the financial position of the Commission was concerned. He said he had driven into filling stations here and there to see how much gasoline people were buying and he said they were not asking that their tanks be filled, but asking for \$5.00 worth or \$3.00 worth and that meant that people were not travelling to the extent they used to. He said people were not travelling merely for recreation. He said the Turnpike would soon get a reading on what went on at its travel trailer parks, and the Commission would know what the summer traffic would be based on the use of the trailer parks. He said that all things considered, so far as the Commission was concerned, it could be consoled that the economy could not be too bad or commercial traffic figures would be down. He said, even granted that commercial traffic was not experiencing the growth that might have been expected, neither was the commercial traffic reflecting a disaster in the economy. He said he did not consider the loss of passenger traffic was anything more than a reaction to the high price of gasoline. He said he heard talk that the law of supply and demand and laissez-faire were going to operate and some kind of competition was likely to develop among the oil companies. He said he would not name any oil companies but he knew certain companies that were not attracting the public's business to the extent that others were because their prices were four or five cents higher.

Mr. Richley said he was trying to clarify in his mind the relationship between what the Department of Transportation was experiencing and what the experience on the Turnpike was because the Turnpike figures were so much more current than the ODOT figures were. He said ODOT figures lagged actual facts by six weeks. He said ODOT had established figures for the months of January, February, March and April and knew where it was for those months. He said it was obvious people were buying less gasoline and enjoying it more.

The Chairman said that 2.9% appeared to be a stabilized figure. He said it was not what the Ohio Turnpike Commission would have liked as stabilization but that it might be something upon which the Commission could base budgets. He said ODOT had the same kind of problem because it derived its income from the travelling public but not as directly as the Turnpike Commission did.

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

The chairman of the Committee on Service Plazas, Mr. Teagarden, reported that at the May meeting of the Commission the matter of increasing the price of milk from 20¢ to 25¢ per eight ounce carton had met with considerable opposition and the matter had been referred back to the Committee for the Committee to see what could be accomplished without increasing the price of milk. He said the Committee had met and had made a recommendation on several other controlled items for increased prices. He said the Committee had permitted an increase in the price of a seven ounce cup of coffee with unlimited refills from 20¢ to 24¢ and for a four ounce dish of ice cream from 35¢ to 40¢. He said the price of canned soft drink sold from vending machines had been permitted to rise from 25¢ to 30¢ for a 12 ounce can and that the price for the same can of soft drink sold from the cafeteria line for consumption on the premises at plazas where a sales tax of 1¢ applied, an increase from 25¢ to 29¢ had been permitted. He said that the same product sold across the counter for consumption on the premises at plazas where the sales tax was 2¢ had been permitted to rise from 25¢ to 28¢.

The Chairman said the Commission was still protecting the kiddies as it had ever since the beginning of the operation of the Turnpike.

Mr. Teagarden reported also that the Committee did not approve the concessionaires' request for the Commission to furnish and install hand dryers nor would it approve requests that the concessionaires be permitted to increase prices automatically on controlled items during the next few months. He said the Committee felt that the increases it had given would at least offset their request for an increase in the price of milk. He said that it might interest the Commission Members to know that Gladioux Food Services, Inc. had served

1, 676, 000 cups of coffee, not counting refills, in 1973, and that the same company had sold 878, 584 cans of pop in the same period and 43, 000 dishes of ice cream.

Mr. Teagarden reported further that the Howard Johnson Company had served 1, 300, 000 cartons of milk, 1, 034, 000 cups of coffee and 1, 700, 000 cans of soft drinks in 1973. He said Gladieux had served 398, 200 cartons of milk in 1973. He said the Committee's recommendations had protected youngsters by keeping the price of milk low and letting the price of less desirable beverages rise.

Mr. Teagarden reported also that Howard Johnson had shown a decline in gross sales of four tenths of one percent in the first four months of 1974 and Gladieux had shown a decline of 3. 65%. He said Gladieux had told the Committee that the break even point for it was \$3, 800, 000 in gross sales. He said if it had not been for the strictures on the economy, the income of Howard Johnson and its sales would have gone up but they were still only four tenths of one per cent under last year so that the Commission was receiving an income from the concessionaires about equal to that of 1973.

Mr. Teagarden said the Committee was looking out for the person who walked down the cafeteria line or visited the restaurant and was also trying to see that the concessionaires did not operate at a loss.

In the absence of questions, the Chairman said the report of the Committee on Service Plazas was accepted as offered. He said the report of the Committee on Employee Relations would be received.

The chairman of the Committee on Employee Relations, Mr. Teagarden, reported that the Committee had received requests from the employees, and had been having meetings with the employee representatives so that the Committee might discuss the requests. He said Mr. Bricker would bear him out when he said that a great number of the requests were administrative ones which the Committee was going to pass over to the administration for consideration. He said there had been a meeting on June 3 with the nonunion employee representatives, and that on June 5 there was a second meeting with the union employee representatives and that a final meeting had been set on June 10 with the nonunion employee representatives at which time the Committee would give them its final answer. He said he hoped the June 11 meeting with the union employee representatives would conclude the discussions for the year.

Mr. Teagarden said the Commission's relationship with the employees had been very good. He said the Committee had tried to get through the meetings as expeditiously as possible and yet permit everyone who wanted to be heard to be heard. He said no one could go away from one of the meetings and say, "Well, I went to the meeting but they wouldn't let me say anything." Mr. Tea-



garden said the Commission's good relationship with its employees was due to the fact that the employee representatives were permitted, when they came to the meetings, to express their opinions.

The Chairman asked Mr. Bricker if he was surprised at the molehill things that were spoken about, the little things that were brought up. Mr. Bricker said that he was surprised at the number of administrative functions that were brought up, that the Committee could not really go into or want to go into. He said there was one that tickled him. He said the Commission furnished the employees with gloves and the employees did not happen to like the gloves and wanted both summer and winter gloves. He said he had asked for a pair of them and had worked in the yard with them over the weekend and they were really not a bad glove. He said he would make a report on the glove matter at a later date.

The Chairman said that was interesting and, just as Mr. Teagarden had said and just as the Commission had always said, the Commission listened to everybody who wanted to say something about anything and when the employees left they could say "We didn't like the gloves and we've told those so and so's." Mr. Teagarden said there were some women employees at the meeting and one of their requests was that they did not want pockets in their uniforms and another woman wanted to know if she could have a television set in the toll booth and there were a number of such requests. The Chairman said such requests were not unlike those he had heard at The Ohio State University in recent years. He said the Board of Trustees often listened to students complaints about things that the public did not think were worth listening to but such things had much to do with tranquility on the campus. He said the same thing was true with what the Committee was listening to. The Committee listened and its listening had something to do with the serenity and tranquility which the Commission had in its operating areas.

In the absence of further questions the Chairman said the report of the Committee on Employee Relations was accepted as offered. He said the report of the Director of Transportation would be received.

Mr. Richley said he had no special report other than to say that he had read the file and the work on the resurfacing projects was progressing very well according to schedule. He said ODOT had let contracts and work had begun on portions of I-680 that would connect with the Turnpike. He said the Executive Director of the Ohio Turnpike Commission had been attending some departmental meetings of ODOT in recent weeks.

The Chairman said he had received no complaints about Cedar Point. Mr. Richley said he had not received any either. The Executive Director said that the staff was coordinating all efforts in that area through District 10 of the Ohio State Highway Patrol. He said the Patrol used the plane assigned

to the Commission to see that traffic moved as smoothly as possible. He said there had been some minor improvements made at the entrance to the amusement park which had helped to improve the situation. He said the Patrol efforts coordinating the Turnpike Patrol forces, the off-turnpike Patrol and the other law enforcement groups in that area from the air would be continued.

The Chairman said the Executive Director had established a control over the Cedar Point traffic which was better than he had thought, two years before, could be established. Mr. Richley said the Cedar Point management, by increasing the number of lanes at the park entrance, allowed traffic to get off the public highways. The Executive Director said it was a very delicate traffic balance which was best observed from the air and that the Patrol sergeant who piloted the plane had developed a very keen feeling for the whole situation. He said there were alternate routes that could be put into use, when certain things developed, but the key to the matter was putting them into use at the right time. He said the staff even diverted eastbound traffic from Exit 7, the principal exit to that area, to Exit 6 when it could be seen that things were building up to a bottleneck. Mr. Richley asked how the staff did that. The Executive Director said slips were handed out when cars entered the Turnpike notifying them that, if and when it was necessary, a sign would be displayed west of Exit 6 saying "Cedar Point traffic exit here." He said traffic was routed from Exit 6 to Route 2. Mr. Teagarden said Route 2 was covered by water in a number of places and impassable. The Executive Director said the Patrol would be aware of anything like that.

The Executive Director said the biggest problem was traffic trying to get off the Turnpike that could not get off because of bottlenecks between the Turnpike and Cedar Point. He said the staff's biggest concern was to make sure that there were no backups on the Turnpike in the mainline lanes. Mr. Richley said traffic leaving the Cedar Point amusement area was really not a special problem. The Chairman said that it was traffic going to Cedar Point that was the problem and that until the Cedar Point management had added lanes to its entrance, the Turnpike Commission was the victim of the inefficiency of Cedar Point.

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

The chairman of the Committee on Safety, Mr. Johnson, reported that there had been one fatal accident in May in which three teenagers died. He said the driver had attempted to pass another vehicle in a bi-directional work zone and struck a mobile home unit head-on. He said the zone had been clearly marked, it was daylight in late afternoon and the weather was clear and sunny. He said there was no apparent reason why the driver should not have seen the

vehicle he struck and that the Ohio State Highway Patrol was conducting an in-depth investigation of the accident which was not yet complete. The Chairman asked if one of the persons killed was a 14-year old runaway. Mr. Johnson said that was correct and that there was one survivor and he imagined the in-depth report would include an interview with her. Mr. Johnson said that it had occurred in one of the resurfacing project areas and the driver had already come through an earlier construction project which had zones up. He said the Commission really went out of its way to mark such areas in advance and it was his understanding the driver had been passing a motorcycle when the accident occurred. Mr. Richley said there was no explanation for it and the Ohio Department of Transportation had had similar occurrences in construction sites where two-way traffic was maintained, there was just no logical explanation for such accidents.

Mr. Johnson reported further that despite the accident already referred to, the total number of traffic deaths through May was as low as for any comparable period since 1962. He said there had been four deaths during 1974 and there had been three fatalities in the same five-month period in 1962. He said in general that there had been 25% fewer accidents during the first five months of 1974 than in the same period in 1973. He said the Patrol was intensifying its speed enforcement efforts and throughout the Memorial Day holiday period had especially intensified its enforcement. He said during that period the Patrol had stopped approximately 2,000 drivers who had been travelling between 55 and 60 miles an hour.

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, Mr. Johnson, reported that the outside financing arrangements that the toll audit project contractor had hoped to make during May were not concluded and it appeared the arrangements would be completed in June. He said there had been a slight delay in the production of terminals but the project as a whole was still scheduled for cutover in September. He said during May the preparation of the toll collector training program had continued and that the pre-encoding of charge account tickets, which he had mentioned at the May meeting, had progressed during the month.

The Executive Director reported also that the mainline resurfacing projects had progressed satisfactorily and were expected to be completed as scheduled by the end of June. He said the interchange and service plaza resurfacing projects being performed by the Commission's own forces also had progressed substantially during the month. He said there was a carpenters' strike which was delaying the renovation of the older section of the Administration Building, and there was no indication when the strike, in effect for more than a month, might end.

The Executive Director reported also that final plans for the toll plaza at the interchange with I-90 in Lorain County were being prepared by the Consulting Engineers. He said that as soon as the plans were in hand, the Commission would advertise for bids on that part of the project. He said the interchange was scheduled for completion about June 1975. He said plans for the toll plaza portion of the I-680 Interchange were also being prepared.

The Executive Director reported also that the annual inspection of the Turnpike facilities, including all bridges, had been started on June 3 by the Consulting Engineers.

The Chairman asked what the situation at Milepost 15 where there was sinking in a peat bog area. The Executive Director said the Commission's forces were resurfacing there and work was about 85% complete. He said as soon as resurfacing was completed the Commission would re-establish the monitoring controls and would take another set of readings. He said the staff was waiting for the Consulting Engineers to recommend a more sophisticated monitoring program which would be incorporated into that area as soon as the Commission's resurfacing there was completed. He said it had already been decided that no major corrective repairs needed to be done. He said he was convinced the major part of the settlement had already occurred and nothing needed to be done now other than improve the riding quality of the road at that point.

The Chairman said he wanted to be sure that Milepost 15 was never overlooked. Mr. Richley said that settlements and slides were a function of nature and weather and there was not a great deal that one could do except to watch them and monitor them and repair them as rapidly as possible. He said they were very common. The Chairman said he had learned about the Milepost 15 settlement only two weeks before the Turnpike had been scheduled to be open and he had nearly lost his mind over it. He said someone from the Consulting Engineers had told him what was going on and that the opening of the Turnpike might have to be postponed. He said he had no intention of doing that. He said another occasion was the horrible day when Mr. Johnson had come to him and told him that the piers of a bridge on I-71 were moving. He said those were two horrible disasters and of course the affair of the piers had developed into a full blown disaster. He asked whether the State had been able to retrieve its outlay on the I-71 bridge. Mr. Richley said it had not been able to do so yet.

The Chairman said the report of the Executive Director was accepted as offered. He said that he and the Executive Director had made a trip on I-70 to observe compliance with the 55 mile an hour speed limit. He said he and the Executive Director had made a 60 mile trip on I-70 because he wanted to compare the compliance or noncompliance by the public on a public non-toll road as compared with the complaints that the Commission was getting. He

said he had before him a bitter letter about noncompliance with the speed limit on the Turnpike. He said in such cases the Commission wrapped its robes about it and said "We don't police the Turnpike, the Turnpike is policed by the Ohio State Highway Patrol," and that the Commission wrote a nice letter back. He said the writer of this letter had sent copies of his letter to Senator Howard M. Metzenbaum, Senator Robert A. Taft, Jr., Congressman John F. Seiberling, Jr., Governor John J. Gilligan, and to the Akron Beacon Journal and had asked, "What is going on in our country? We really do have dual justice - not equal. For shame!" He said the Executive Director had written the letterwriter that since the enforcement of the Turnpike Rules and Regulations was the responsibility of the Ohio State Highway Patrol, he was referring his letter to the Patrol. The Chairman said he personally talked to Colonel Robert M. Chiaramonte, Superintendent of the Patrol, after he and Mr. Johnson had made the trip over I-70 and that the letterwriter had not found out anything that he and the Executive Director had not found out that day. He said the Executive Director and he were the only two people who were out that morning who were driving at 55 miles an hour and that everybody on the highway had passed them, even a school bus filled with children from Upper Arlington, driven by a bright and shining young woman who passed them rapidly. He said he talked to Colonel Chiaramonte about it because at about that time Colonel Chiaramonte had made a statement about how the public was complying well. The Chairman said he had told Colonel Chiaramonte that the public was complying somewhere else than on I-70 on that day. He said he found there was less compliance, or there was that day, than there was on the Turnpike, and one of the reasons, he was sure, was that the Patrol was visible on the Turnpike. The Chairman said one could not go very far on the Turnpike without seeing a Patrol car and he was convinced that the visibility of Patrol had a great deal to do with the effectiveness of the policing. He said that his remarks were not intended as any complaint about the Patrol because Colonel Chiaramonte was as mindful as a man could be of the problem and said that he had just so many men and just so much money for gasoline and that he stretched both as far as he could. He said the Commission paid for its patrolling and Colonel Chiaramonte could give the Turnpike more service and therefore there was more Patrol visibility on the Turnpike than one could possibly have on the other roads, State or Interstate. He said the Executive Director and he had been driven to the roads by the number of people who complained about enforcement. He said the 55 mile an hour speed had a great deal of merit but he did not ascribe the Turnpike's total safety experience to the speed limit alone. He said the cost of gasoline and the drop in traffic was bound to have something to do with the reduction in accidents.

The Chairman asked the Executive Assistant to the Chairman how he found compliance on I-71. The Executive Assistant to the Chairman said he drove I-71 every week and he found compliance very good even in north Columbus.

The Chairman said he had been talking to Major Donald E. Manly,

Administrative Assistant to Colonel Chiaramonte, on June 3 and had told him that the Chairman's experience was that traffic on I-71 was complying better than the traffic was on I-70 and he had asked Major Manly whether the difference was caused by the fact that I-70 traffic was generally interstate with many trucks while I-71 was more of a local road. Mr. Richley said I-71 would carry a higher percentage of intrastate traffic than I-70 would. The Chairman said that some of the drivers on I-70 were imbued with the desire to get across the state and that some of the big rigs that had passed his car would have drowned the occupants if there had been a rainstorm.

The Chairman said that the Commission's attention to the letter of complaint was an indication of what was done with complaints and that the public could find out through the Commission that it was not oblivious of any complaint. Mr. Richley said that the complaints received by the Department of Transportation were generally directed at trucks rather than at automobiles. The Chairman said that trucks were exceeding the speed limit. The Chairman quoted from the complaint letter as follows: "In my humble opinion it is indeed a farce, it is unrealistic and absolutely not obeyed, and what a payoff to the truckers and what a rip off to the poor stupid suckers."

The Chairman said the report of the General Counsel would be received.

The Staff Counsel, Mr. McGrath, reported for the General Counsel that there was no report. He said the General Counsel was feeling much better and it was anticipated that he would be back in the office in the following week.

Mr. Teagarden asked what the present status of the lawsuit was in Toledo on the Milepost 57 affair. The Staff Counsel said that a motion to dismiss the action against the Ohio Turnpike Commission was still pending and there had been no decision upon it. He said he had talked to Thomas L. Dalrymple, of Fuller, Henry, Hodge & Snyder, local counsel for the Commission at Toledo in the case of Vito's Trucking and Excavating Co. vs. the Lucas County Board of Commissioners and the Ohio Turnpike Commission about the matter on the day before the meeting. The Staff Counsel said some work was being slightly delayed in the investigation of the case until the General Counsel returned. The Chairman said that was an instance in which the Ohio Turnpike Commission had taken a calculated risk and he was sure that the Commission was right in its action. Mr. Richley agreed.

The Executive Director said that the Commission had been fully reimbursed by the county for the expenses that the Commission incurred to complete the work of installing a sewer under the road and repairing the road itself.

The Chairman said the report of the General Counsel was accepted as offered. He said the report of the Consulting Engineers would be received.

The Resident Engineer of the Consulting Engineers, Mr. Harnden, said he wished to confirm what the Executive Director had said about the inspection being under way and he said that the teams that were presently at work were covering all the structures and roadway items. He said the building group would follow perhaps before the structures and roadway inspections were completed.

The Resident Engineer reported also that the Consulting Engineers were making investigations at Milepost 15 and assembling data and preparing recommendations as to what the Commission might do in the way of remedial action and that in addition the Consulting Engineers were also making studies on two landslides with which there had been difficulties.

The Chairman said the report of the Consulting Engineers was accepted as offered. He said he had rarely called on the representative of the Trustee but that he was going to hereafter and that future agendas should give the Trustee an opportunity to report. He asked Mr. Sesler if he had anything to report and Mr. Sesler said he did not. The Chairman directed that the Trustee report be Agenda Item 13 following the Consulting Engineers. The Chairman said the report of the Director of Information and Research would be received.

The Director of Information and Research reported that during the month a letter emphasizing the very favorable gasoline situation on the Turnpike and the fact that traveller counsellors could tell people that they could get ample gasoline on the Turnpike and depend upon it, went to 1230 auto clubs, 206 travel editors, 283 libraries and 155 other travel counsellors. He said the response had been very good and in the letter copies of the Ohio Turnpike map, Shelter for the Night Along the Ohio Turnpike, Camping Tonight Along the Ohio Turnpike, Travel Trailer regulations, and the Travel Trailer Park folder had been included. He said his office had received and filled 291 requests for those publications as of June 3.

The Chairman said that the Turnpike's public was aware that the Turnpike had protected it in the matter of gasoline beginning with its effort in May 1973. The Executive Director said that while gasoline was being sold on the Turnpike in unlimited quantities the Federal Allocation Program was still in effect and there might be times in the future when the Commission might have to make slight adjustments in the fuel sales. The Chairman said he had told the oil companies that they were not going to determine unilaterally what was done. The Executive Director said the staff was now getting excellent cooperation from the oil companies who were furnishing the figures to the staff on a daily basis so that it could be in a position to make decisions. The Chairman said that the system the Executive Director was talking about, of checking every day, was just what he had done when the Turnpike was under construction. He said he had required every contractor to send him a telegram at the end of

every day explaining just what they were doing and how far along the work was.

The Chairman said the report of the Director of Information and Research was accepted as offered.

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

RESOLUTION NO. 14-1974

"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 May 7, 1974, 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 May 7, 1974 hereby are ratified, approved and confirmed."

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

Ayes: Teagarden, Bricker, Richley, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 14-1974.

There being no further business to come before the Commission, a motion was made by Mr. Bricker, seconded by Mr. Richley, that the meeting adjourn until July 2, subject to call of the Chairman. A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Bricker, Richley, Teagarden, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. Time of adjournment was 12:24 p. m.



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

*Ralph H. Anderson*

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Ralph H. Anderson, Secretary-Treasurer