

MINUTES OF THE ONE HUNDRED AND EIGHTY-NINTH MEETING
August 3, 1965

Pursuant to bylaws the Ohio Turnpike Commission met in regular session in the conference room of the Ohio Department of Highways at 139 East Gay Street, Columbus, Ohio at 11:00 A.M., eastern standard time, on August 3, 1965 with the key members of the staff; representatives, Mr. Fred S. Cresswell and Mr. H. A. Harnden, of the Consulting Engineers; a representative, Mr. Samuel A. Keller, of the Trustee; a representative, Mrs. Russel Lucas, of the Office of the Auditor of State; members of the press and others in attendance.

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

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

Absent: None.

The Chairman announced that a quorum was present.

A motion was made by Mr. Teagarden, seconded by Mr. Redman, that the minutes for the meeting of July 1, 1965 which had been examined by the Members of the Commission and on which the corrections suggested by the Members had been made be approved without reading.

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

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

Nays: None.

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

The Chairman reported that the revenue for July 1965 approximated \$3,599,000, exceeding the revenue for the previous high month which was August of 1964 thereby beating every other month in the history of the turnpike and exceeding the revenue for July of 1964 - the same month of the previous year - by \$215,000. He said July 1965 was the 15th month in succession in which the income was higher than for the corresponding month of the previous year. He said total income for the first seven

months of 1965 amounted to approximately \$16,879,000, which surpassed the amount of revenue for the entire first calendar year of the turnpike's operation in 1956.

The Chairman reported also that turnpike bonds in the amount of \$2,250,000 were purchased by the Trustee since the last meeting, bringing the total purchases in 1965 to \$5,282,000 and to date to \$45,312,000. He said that perhaps an additional \$670,000 would be purchased in August. He said the average price of the latest purchases was 101.96.

The Chairman reported also that in the thirty days immediately prior to the meeting there had been only one fatal accident on the turnpike. He said the last fatal accident on the turnpike prior to the 28th of July was on the 3rd of July. He said that thus, after having had the very bad experience in June and in the first three days of July, there had been thirty days of reasonably good experience. The Chairman said that on the 28th at 9:40 in the evening a car traveling at a high rate of speed struck a wrecker towing a commercial tractor, killing the driver of the car. He said that brought the total number of fatalities in 1965 to 21.

The Chairman reported also that on July 6, 1965 the Chairman established within the Commission a Committee on Safety to consider all factors of safety affecting the traveling public on the Ohio Turnpike. He said the Committee was composed of the Chairman of the Commission as ex-officio chairman, the Executive Director as executive vice chairman, the Deputy Executive Director, the Traffic and Safety Engineer, the Director of Information and Research as secretary, and the resident engineer of the Commission's Consulting Engineers - the J. E. Greiner Company. The Chairman said the Committee would report regularly to the Commission at its monthly meetings and would meet as required between meetings of the Commission.

The Chairman said also that on July 6th he wrote to the presidents of the American Automobile Association and the National Safety Council informing them of the formation of the Commission's committee and offering them all cooperation including furnishing its statistics concerning accidents and all other information available to the Commission. He said the executive vice president of the American Automobile Association replied by letter and the president of the National Safety Council replied by letter and the president, Mr. Paul R. Gingher of Columbus, of the American Automobile Association, spoke to him personally.

The Chairman read for the record the memorandum directed to the Executive Director by the Chairman under date of July 6, 1965 establishing the Committee on Safety, as follows:

"July 6, 1965

"MEMORANDUM

"TO: Executive Director

"FROM: Chairman of the Commission

"SUBJECT: Establishment of a Committee on Safety

"Effective today there is established within the Commission a Committee on Safety to consider all factors of safety affecting the traveling public on the Ohio Turnpike and on any other highways which can be regarded as within the scope of the Committee's work.

"The Committee will be composed of the Chairman of the Commission as ex-officio chairman, the Executive Director as executive vice chairman, the Deputy Executive Director, the Traffic and Safety Engineer, the Director of Information and Research as secretary, and the resident engineer of the Commission's consulting engineers - - the J. E. Greiner Company.

"The Committee is to study all safety measures which can be designed for use on the turnpike including consideration of a heavy planting and the placement of obstacles in the median strip in the areas where the depth of the median ditch is less than four feet. In its study of safety the Committee is also to concern itself with driver habits, driver physical and mental condition, durability of tires and cars, speed and all other factors which contribute to highway accidents. The Committee is to cooperate where it profitably can with any agencies such as the American Automobile Association and the National Safety Council and the manufacturers of automobiles all of which have a continuing interest in bringing about greater safety on highways. Cooperation is to include making available to such agencies the traffic and accident statistics which the Commission has consistently assembled and analyzed since the turnpike was opened.

"The Committee will report regularly to the Commission at its monthly meetings and will meet as required between meetings of the Commission.

"James W. Shocknessy
"Chairman"

The Chairman commented that the Commission did not consider planting, generally, to be desirable but if a heavy planting in the median would create an obstacle, it was worth considering.

The Chairman directed that his letters to the presidents of the two associations and the replies that had been received be included in the business of the meeting. The letters and the replies to them follow:

"July 6, 1965

"Mr. Paul R. Gingher
President
American Automobile Association
1712 G Street, N. W.
Washington, D. C.

"Dear Mr. Gingher:

"The appalling slaughter of men, women, and children which occurred on the highways of our nation over the Independence Day weekend brings all of us to sober and persevering reflection today on steps which can be taken by way of an educational campaign and otherwise to discourage the tired, the sleepy, the partially disabled, the inexperienced, and the aged drivers from endangering their own lives and the lives of others on modern-day expressways.

"It is frequently said that travel in an airplane is safer than in an automobile and well it might be so because the operator of an airplane is screened and examined to the nth degree before he takes a plane in the air while any aged, infirm, inexperienced or tired driver who happens to have a driver's license can get behind a wheel and have at his disposal the thrust of hundreds of horsepower. The safest vehicles Detroit can build and the safest highways the greatest engineers can construct are a dangerous combination when used by a dangerous driver.

"I have appointed a committee of the Ohio Turnpike Commission to study the subject of safety which goes beyond mere devices produced by the greatest of engineers in the construction of highways and to concern itself with driver habits, driver physical and mental condition, durability of tires and cars and all other factors which contribute to highway accidents. We undertook a campaign on our own for driver alertness but our efforts in

Ohio are not enough. Any effort which is undertaken by you in cooperation with any other agency will be supported by the Ohio Turnpike Commission and by the committee which I have appointed today. For furthering this purpose we have invaluable statistics at our disposal which it is believed are unique.

"The efforts of the great organization which is yours and those of the National Safety Council and other similar agencies must be consolidated and directed toward a supreme purpose of reducing what I called in the beginning of this letter the appalling slaughter of men, women, and children.

"Very truly yours,

"James W. Shocknessy
"Chairman"

"July 6, 1965

"Mr. Howard Pyle
President
National Safety Council
425 North Michigan Avenue
Chicago, Illinois 60611

"Dear Mr. Pyle:

"The appalling slaughter of men, women, and children which occurred on the highways of our nation over the Independence Day weekend brings all of us to sober and persevering reflection today on steps which can be taken by way of an educational campaign and otherwise to discourage the tired, the sleepy, the partially disabled, the inexperienced, and the aged drivers from endangering their own lives and the lives of others on modern-day expressways.

"It is frequently said that travel in an airplane is safer than in an automobile and well it might be so because the operator of an airplane is screened and examined to the nth degree before

he takes a plane in the air while any aged, infirm, inexperienced or tired driver who happens to have a driver's license can get behind a wheel and have at his disposal the thrust of hundreds of horsepower. The safest vehicles Detroit can build and the safest highways the greatest engineers can construct are a dangerous combination when used by a dangerous driver.

"I have appointed a committee of the Ohio Turnpike Commission to study the subject of safety which goes beyond mere devices produced by the greatest of engineers in the construction of highways and to concern itself with driver habits, driver physical and mental condition, durability of tires and cars and all other factors which contributed to highway accidents. We undertook a campaign on our own for driver alertness but our efforts in Ohio are not enough. Any effort which is undertaken by you in cooperation with any other agency will be supported by the Ohio Turnpike Commission and by the committee which I have appointed today. For furthering this purpose we have invaluable statistics at our disposal which it is believed are unique.

"The efforts of the great organization which is yours and those of the American Automobile Association and other similar agencies must be consolidated and directed toward a supreme purpose of reducing what I called in the beginning of this letter the appalling slaughter of men, women, and children.

"Very truly yours,

"James W. Shocknessy
"Chairman"

"July 9, 1965

"Mr. James W. Shocknessy
Chairman
Ohio Turnpike Commission
682 Prospect Street
Berea, Ohio 44017

"Dear Jim:

"Your letter of July 6 addressed to Mr. Paul R. Gingher with regard to 'deaths on the highways' came across my desk while en route to Mr. Gingher at his Columbus, Ohio address.

"Your observations and action that you are about to take in connection with this problem that is facing all of the United States is both timely and commendable.

"During the past two years while I was President of the AAA, at every opportunity I have spoken on this serious problem in an effort to get a unified approach by all interested agencies in taking positive steps to reduce our accident and death rate on the highways. Likewise we at the AAA, both at the national and state level, are taking constructive action with our members and the motoring public, as well as with local, state and national officials.

"So that you and your turnpike safety committee are aware of our program, am having our Traffic and Safety Department prepare for me for submission to you an outline of the actions that we are taking.

"Our President, Paul Gingher, undoubtedly will be making a direct reply to your letter of July 6 in due course, but I did want you to know in the meantime that we are on the job and are fully aware of the seriousness of this problem and that a reasonable solution must be found to it.

"Before closing, I would like to ask to be furnished with the statistics that you mentioned in the third paragraph of your letter if they are available at this time.

"Retha and I are enjoying Washington, D. C., and I am finding this new position of mine most challengeable as well as enjoyable.

"Retha joins me in sending you our very best wishes,

"Sincerely,

"George (Kachlein)
"Executive Vice-President"
(American Automobile Association)

"July 20, 1965

"Mr. James W. Shocknessy
Chairman
Ohio Turnpike Commission
682 Prospect Street
Berea, Ohio 44017

"Dear Mr. Shocknessy:

"Although your appreciated letter of July 6 has been acknowledged by my personal secretary, I want you to know that I have read it and concur completely in what you say.

"The efforts you are making to awaken organized as well as individual concentration on the problem are most commendable. From your position you see the situation pretty much as we do. The best highways in the world and the safest automobiles will never protect altogether those who are for any reason unfit for the decision making that goes with today's highly pressurized traffic on our highways.

"This does not discount for a moment the comparative importance of the highway, the driver and the car. Instead, it simply means that we must move with growing strength on each of these fronts if we are to have anything like the success that we all want.

"Be assured of every cooperation the National Safety Council can possibly give at all times. If we can be helpful to you in any way, please don't hesitate to be in touch with us.

"Sincerely,

"Howard Pyle"
(President,
National Safety Council)

The Chairman said also that Life Magazine on the 23rd of July had an editorial which said about the same thing that was said at the Commission's meeting on July 1st: while safety devices continue to be added to passenger vehicles and highways continue to be made much safer, "little has been done to make drivers more responsible". He said the Wall Street Journal on the 20th of July related that top executives of General Motors Corporation and Chrysler Motors Corporation were "astonishingly ill-prepared" with information on additional safety factors for automobiles when they appeared at a hearing before the United States Senate Government Operations Subcommittee on Executive Reorganization.

The Chairman said also that the Cleveland Press of July 13th editorially urged reduction in the speed limit for automobiles on the turnpike. He said he was not going to comment on that because the speed on the Interstate System of highways in Ohio had been established by the Ohio General Assembly and the Commission only followed the state law. He said speed per se was not the cause of accidents, regardless of what anybody thought. He said the principal cause of accidents was driver failure. The Chairman said the United States Bureau of Public Roads had been making some statements indicating the Bureau did not quite believe that. He said he did not care what the Bureau believed or what anybody believed--the Commission's statistics would prove conclusively over a ten-year period that it was driver failure that was the principal cause of fatal accidents on the turnpike.

The Chairman said also that the Commission had had quite a response by way of editorial reaction to the Committee on Safety. He said everybody was agreed that everything which could be done must and would be done to alert the public to the inherent dangers of driving on high-speed, modern-day highways. He said he was not suggesting that there be universal driver tests or anything so dramatic. He said he was merely suggesting that all the agencies that could concern themselves constantly with safety and that husbands and wives, sons and daughters, fathers and mothers be made aware of the inherent dangers in driving on those highways and try to keep off the highways those who were not sound in mind and body. The Chairman said that "sound in mind" included things that people did to themselves that made them temporarily incapacitated and "sound in body" brought to attention the aged and disabled and those who had a history of illness which would predispose them to a state which would make them unsafe. He said that was long-term education.

The Chairman said he said in his letters to Paul Gingher and Howard Pyle:

"It is frequently said that travel in an airplane is safer than in an automobile and well it might be so because the operator of an airplane is screened and examined to the nth degree before he takes a plane in the air while any aged, infirm, inexperienced or tired driver who happens to have a driver's license can get behind a wheel and have at his disposal the thrust of hundreds of horsepower. The safest vehicles Detroit can build and the safest highways the greatest engineers can construct are a dangerous combination when used by a dangerous driver."

The Chairman said also that he said much that was in the foregoing paragraph at the Commission's meeting on July 1, 1965 but that shibboleth that one heard so often about it being safer to ride in an airplane than it was to go out on the highway was just so much tosh because there was no rational justification for the validity of that statement other than the fact that anyone was permitted to drive on the highway and not everybody was permitted to fly an airplane. He said private plane operators had to go through rigorous examinations but capability of drivers of automobiles which had a comparable amount of thrust to many of the smaller airplanes was a matter of no concern to anybody. He said his hope was not for something dramatic in the way of a national examination or a national qualification for all drivers - he recognized the inherent obstacles in all that - but he did hope that the public could be conditioned to generally keeping the unsafe driver off the highways.

The Chairman reported also that he and the Director of Highways reported the usual progress on the construction of Interstate Route 71. He said they had experienced the usual progress and also had had the usual problems but progress seemed to overcome the problems.

The Chairman reported also that the Director of Information and Research, James D. Hartshorne, lost his son fatally on July 27.

A resolution expressing the Commission's sorrow on the death of David O. Hartshorne was moved for adoption by the Chairman who said he would assume the resolution was unanimously offered and unanimously adopted. He directed that the resolution be recorded as unanimously offered and unanimously adopted.

Resolution No. 16-1965

"WHEREAS the Commission has learned of the death by fatal accident of the son of James D. Hartshorne, the Commission's director of information and research;

"WHEREAS the Commission desires to express to Mr. Hartshorne and his wife, and to the bereaved widow and the other members of the family including David's three sisters, its sorrow upon learning of the loss of their beloved David, who was a young man of high intellectual attainment and greatly respected in his community;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission at its meeting today expresses its sorrow upon the death of David and its sympathy to the father and mother, Mr. and Mrs. James D. Hartshorne, David's widow and sisters, and directs the secretary to send a copy of this resolution to Mr. and Mrs. Hartshorne and to Mrs. David Hartshorne as a mark of its expression of sympathy and condolences to the family."

The resolution was identified as No. 16-1965.

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

The Assistant Secretary-Treasurer reported for the Secretary-Treasurer that since the last meeting the following had been sent to all Members.

1. Detail of investment transactions for June and July 1965.
2. Traffic and Revenue Report for June 1965.
3. Financial Report as of June 30, 1965.
4. Draft of the minutes of the July 1, 1965 meeting.
5. Cost and Budget Report, First Half 1965.

The Chairman said that in the absence of comment the report of the Secretary-Treasurer would be accepted as offered. He said he wanted to mention that the Secretary-Treasurer had been confirmed again for a new term as a Member of the Commission. He said Mr. Chastang was confirmed unanimously by the Ohio Senate and he offered him his congratulations.

Mr. Chastang thanked the Chairman for his remarks. Mr. Chastang said also that the Chairman had been confirmed by the Ohio Senate as a

Member of the Board of Trustees of The Ohio State University. The Chairman responded that no matter where thereafter he had an experience working with a board he would never have a better experience than working with the Turnpike Commission. He said one could not get a finer group of people than the Commission had had as Members. He said the Members had been dedicated to their Commission and the staff had been without question one of the most dedicated groups of people he had ever known. He said the Commission had had good Consulting Engineers, had had a good Trustee, and had had a good relation with the Auditor of State. He said they had all worked together.

The Chairman ascertained that the Committee on Budget and Finance had no report to offer. He said the report of the Committee on Service Plazas would be received.

The Chairman of the Committee on Service Plazas, Mr. Teagarden, reported that a copy of the report on concessionaires for the first six months of 1965 was mailed to each Member on July 16, 1965. He said that report showed that for the first six months of 1965 total restaurant sales increased \$44, 000, or 1.5% and service station fuel total sales increased 325, 000 gallons, or 2.4%, compared to the first six months of 1964.

Mr. Teagarden reported further that because the Committee felt the need for additional coverage in checking restaurants during the busy summer season the Supervisor of Service Plazas had been provided with an assistant who was selected from the toll collection staff and assigned temporarily. He said that if it appeared that that extra effort was productive of results, the Committee would consider adopting the position as permanent.

Mr. Teagarden reported also that the contracts for operation of the gasoline service stations along the Ohio Turnpike were advertised for bids on July 9, 1965 and July 16, 1965 pursuant to authorization granted by the Commission at its meeting on July 1, 1965. He said twenty oil companies had shown interest in the contracts and had taken out bid documents. He said bids were to be opened on August 12, 1965. He said it was expected that the Committee would meet on or about August 20, 1965 to review the bids and make recommendations for awards.

Mr. Teagarden reported also that a contract for the construction of a men's shower room and storage room addition at Middle Ridge Service Plaza was awarded on July 15, 1965 to the low bidder. He said that award was the beginning of a program for replacing truckers' showers that were eliminated in the restaurant remodeling program.

Mr. Teagarden reported also that the Committee was at a loss to understand the complaints the Commission had on restaurant service recently. He said the Committee thought it was going along with a pretty good program. He said the Commission had not received many complaints over the Easter and Decoration Day holidays and all of a sudden a barrage of complaints came in. He said they weren't complaints about one or two of the service plazas but involved practically all of them. He said the Committee on Service Plazas did not take the complaints lightly. He said the Committee immediately called in the operators and asked them what was happening, what was going on. He said the operators of course replied that they thought they were doing a good job. He said the Committee thought they were doing a good job but that somewhere along the line the bars had gone down. He said that was the reason for an assistant to the Supervisor of Service Plazas being put on over the Labor Day holiday. He said the Committee just did not want those complaints to continue and it was not going to stand idly by without doing something about it.

Mr. Teagarden said also that the responsibility for the operation of the restaurants was entirely up to the operators. He said the Committee did not see why it should have to be continually calling attention of the operators to negligence on their part in the operation of the restaurants; that they were restaurant people, the members of the Committee were not. He said the Committee had pointed out to the operators that it thought the basic responsibility for complaints lay with the managers of the restaurants who should be responsible for their operation. He said that certainly the people who were spending their money at the restaurants got in touch with the managers to express their dissatisfaction. He said either there was negligence on the part of the managers in not giving complaints proper attention or the operators themselves were not putting good managers in the restaurants. He said the Committee was doing everything it could to police the restaurants to make doubly sure that there would not be a recurrence of the complaints that developed suddenly. Mr. Teagarden said the complaints concerned poor food, sanitary condition and prices too high for the quality of food being offered. He said the Commission knew the amount of money that had been spent in the last two years to bring about a better performance to the public and there was no excuse in his view for the public not getting that service. He said the Committee was going to do everything it possibly could to see that the public was given the kind of service which it should expect.

The Chairman said the report of the Committee on Service Plazas would be accepted as offered. He said the report of the Committee on Safety would be received.

The Executive Director reported for the Committee on Safety that the Committee's charter was broad in scope and was directed toward making a contribution to highway safety generally and to an improvement in the safety record of the Ohio Turnpike particularly. He said that since the Committee was constituted on July 6, 1965 the membership had been engaged in fact finding in many areas. He said the Committee had directed most of its attention in the first instance to the subject of median crossings and had investigated and tabulated every median crossing accident since the turnpike was opened to traffic and had located those crossings on a linear chart. He said that to be meaningful those crossing accidents would have to be related to volumes of traffic and miles of travel and that phase was under way. He said the relationship of crossings to physical characteristics was under study also.

The Executive Director said also that under date of July 16, 1965 a copy of the Commission's traffic accident analysis report for the month of June 1965 and the first six months of 1965 was mailed to each Member. He said the Members would note on page two of that report that "Primary Causation Factors" included twenty factors with "Driving Too Fast for Conditions" being subdivided into six secondary factors. He said it was the Committee's intention to investigate and analyze each of those factors in an effort to determine if there might be anything that could be done to improve the accident rate on the turnpike.

Mr. Hartford reported further for the Committee on Safety that recently District 10 of the Ohio State Highway Patrol had assumed the burden of providing a recapitulation on a monthly basis and in complete detail of all arrests on the turnpike during the month. He said that information would be correlated with accident information and perhaps the product might be helpful in the Committee's efforts. He said at least the information would pinpoint some of the areas where consideration was necessary.

The Chairman said that the officer in charge of the Highway Patrol on the turnpike ought to be a member of the Committee on Safety. He directed that his memorandum of July 6 be amended to add as members of the Safety Committee the officer in charge of the Highway Patrol detail on the Ohio Turnpike and the Chief Engineer of the Ohio Turnpike.

Mr. Chastang said it would be interesting to find out with respect to what the Chairman had said with regard to driver alertness the number of miles driven by the Highway Patrol on the turnpike in a given year and relate the ratio of accidents involving highway patrol cars on the turnpike to the accidents that occurred otherwise. He said that to do so would

point out that it was not so much the automobile or speed but the driver himself who was a prime factor in accident causation. He said the Highway Patrol had trained drivers and it was his guess that it would be found that there was a great variance. The Executive Director said he thought that would be very interesting. The Chairman said that that was a way of looking at reasonably safe drivers. The Executive Director said also that in relating Highway Patrolmen to private drivers one would be relating two unrelated types of driving. He said the Highway Patrol was called upon at times to exceed the speed limit but even so he thought the Highway Patrolmen's experience would be much better than that of the average driver.

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

The Executive Director reported for the Committee on Interchange Development that it was reported at the last meeting of the Commission on July 1, 1965 that agreement had been reached with the Director of Highways for the construction of a crossing of the turnpike by Interstate Route 75 in Wood County. He said that since that time the Director of Highways had received bids for the construction of the improvement and had awarded a contract. He said a preconstruction conference was held for that project on July 21, 1965 and the Commission was represented by its Chief Engineer and by the Resident Engineer of the Consulting Engineers. He said everything appeared to be in order. He said there would be no work on the turnpike right of way until after Labor Day.

The Executive Director reported further for the Committee on Interchange Development that construction of the interchange with Interstate Route 71 in Strongsville was progressing satisfactorily and plans for the toll plaza and related facilities were almost complete. He said bids for that phase of the project would be advertised in September 1965. In response to a question by the Chairman the Executive Director said the completion date of that contract would be November 1, 1966.

The Executive Director reported further for the Committee on Interchange Development that the Director of Highways had scheduled a hearing for the relocation of the southerly portion of Interstate Route 680 to connect with the turnpike at a point approximately one mile easterly of the existing established location to connect with the turnpike at Interchange 16. He said the hearing would be held on August 19, 1965. He said the proposed relocation was in accord with understandings reached between the Committee and the Department.

The Chairman said that in the absence of questions the report of the Committee on Interchange Development would be accepted as offered. He said the report of the Executive Director would be received.

The Executive Director reported that bids for the Commission's requirement of salt and calcium chloride for the next winter were opened on July 21, 1965 for salt and on July 22, 1965 for calcium chloride. He said the low bidder on the salt submitted a bid of \$199,400 for 17,300 tons for an average price of \$11.53 per ton. He said that was an increase of about 76¢ per ton over the prices paid for salt the previous winter. He said the low bidder on the calcium chloride submitted a bid of \$72,241 for 2,000 tons for an average price of \$36.12 per ton, which was a decrease of about \$1.03 per ton in relation to the previous year. He said the low bidder on salt was \$3,980 lower than the second low and the low bidder on calcium chloride was \$1,079 lower than the second low. He said the second low bidder for calcium chloride bid a lower price per ton than the low bidder but bid a higher freight rate to the extent that the combination of costs of product and freight favored a bidder whose quotation on product was higher by 50¢ per ton.

In response to a question by Mr. Chastang as to how the bids received on calcium chloride by the Commission compared with the bids received on the same material by the Highway Department, the Executive Director replied that the basic prices were probably the same. He said delivery costs entered into the comparison. He said the Commission bought its chemicals delivered to certain locations. He said the price varied to each location and unless the Commission and the Department had sites adjacent to each other there was no way of comparing even though the base prices would be the same.

The Chairman said the report of the Executive Director would be accepted as offered. He ascertained that there would be no reports by the Director of Highways or by the General Counsel. He said the report of the Consulting Engineers would be received.

The Resident Engineer of the Consulting Engineers reported that the annual inspection of the turnpike by the Consulting Engineers was virtually completed. He said the report was being written.

The Chairman said the report of the Consulting Engineers was accepted as offered. He noted that the Director of Information and Research was absent.

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

Resolution No. 17-1965

"WHEREAS the executive director, deputy executive director, chief engineer, general counsel, assistant general counsel, secretary-treasurer, assistant secretary-treasurer, comptroller, and the director of information and research of the Commission, have by various written and oral communications fully advised the members of the Commission with respect to their official actions taken on behalf of the Commission since the Commission's last meeting on July 1, 1965, 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 July 1, 1965 hereby are ratified, approved, and confirmed."

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

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

Nays: None.

The Chairman declared the resolution adopted with all Members voting in the affirmative. The resolution was identified as No. 17-1965.

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

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

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:05 o'clock p. m.

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



Charles J. Chastang, Secretary-Treasurer