

MINUTES OF FIFTH MEETING

JANUARY 17 & 18, and FEBRUARY 7, 1950

Pursuant to call of the Chairman, the Ohio Turnpike Commission met in open special session in Room 1012 A, State Office Building, Columbus, at 10:20 o'clock A. M. on January 17, 1950, with members of the press; Mr. Kinneary, First Assistant to the Attorney General of Ohio; and Mr. Rothermund, Mr. Wilke, Mr. Orth, Mr. Heier and Mr. Cohen of the Ohio Department of Highways also in attendance.

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

Present: Shocknessy, Teagarden, McKay, Kauer, Seasongood
Absent: None

Whereupon the Chairman announced that a quorum was present.

The consulting firm of Parsons, Brinckerhoff, Hall and MacDonald of New York City, represented by Mr. Lawrence S. Waterbury, was thereupon entertained for interview by the Commission.

The Chairman made an opening statement to the effect that the Ohio Turnpike Commission is holding special meetings for the purpose of hearing several firms of engineers who seek to act as Consultant in the matter of an Ohio Turnpike under the authority granted the Director of Highways to choose and appoint consultants. He further stated that the Director of Highways, as a courtesy to the Commission, had asked that this Commission hold special meetings at which the several firms seeking to be consultant may be heard. He requested that all exhibits or documents referred to by the representative of the consulting firm be filed numerically with the Secretary-Treasurer in order that a complete docket on each firm may be of record with the Commission.

Mr. Waterbury thereupon presented a statement as to the qualifications of his firm to perform engineering services for the Director of Highways and for the Commission and filed the following exhibits with the Secretary-Treasurer:

1. Statement of Qualifications dated June, 1949
2. Statement of Qualifications dated January, 1950
3. Anniversary Booklet
4. Professional Record of Firm

5. Highway Projects Brochure
6. Bridge Projects Brochure
7. Tunnel Projects Brochure
8. General Plan for Lynchburg Distribution Road
9. Queensborough Bridge Manhattan Approach Plan
10. Plan for Toledo Waterfront Expressway
11. Report on Estimated Revenue from Tolls on Pennsylvania Turnpike System, dated August, 1949
12. Chart on Pennsylvania Turnpike Revenues
13. Statement as to accuracy of cost estimates
14. Prospectus - \$77,500,000, Pennsylvania Turnpike
15. Report on Estimated Revenues from Tolls on Pennsylvania Turnpike and Proposed Philadelphia Extension, dated June, 1948
16. Prospectus - \$134,000,000, Pennsylvania Turnpike
17. Report to Virginia Department of Highways on Traffic and Earnings, dated August, 1949
18. Engineering Report on Proposed York River Bridge and James River Bridge System, dated August, 1949
19. Official Statement of State Highway Commission of Virginia, dated September 1, 1949
20. Trust Indenture of Virginia State Highway Commission to National Bank of Commerce of Norfolk
21. Report to Port Authority St. Petersburg, Florida on Pinellas-Manatee Bay Crossing
22. Report to Elizabeth River Tunnel Commission
23. Report on Six Proposed Parking Facilities for the Public Parking Authority of Pittsburgh, Pennsylvania

The firm of Parsons, Brinckerhoff, Hall and MacDonald has had extensive experience in major engineering projects in the transportation field, particularly with respect to revenue refunding projects. It prepared the plans and supervised construction for the New Hampshire turnpike. It has acted as Traffic and Revenue Consultant of the Pennsylvania Turnpike Commission from the inception of the Pennsylvania Turnpike. It is known to be conservative and accurate in its estimates of traffic and revenue and costs.

The firm desires employment either as General Consultant or as Consultant for Traffic and Revenue Report. The firm has been retained on 400 projects since 1905; has an organization of 5 partners, 9 principal associates and 275 employees. The firm has designed major highway projects for the Pennsylvania Department of Highways and has prepared contract plans for the New Jersey turnpike, as well as a number of other Eastern expressway projects. It is stated to be acceptable to investment interests.

Mr. Waterbury believes that an engineering report could be completed in six months. The firm is not equipped to undertake aerial mapping or foundation borings; prefers that this work be provided by separate contract, but is willing to take responsibility and sub-contract these elements of the work if desired. The firm is equipped to provide ground control for aerial mapping and expects to perform all preliminary engineering work without outside help.

Mr. Waterbury stated that present commitments of the firm were flexible in nature and that it could undertake Ohio work without delay.

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The consulting firm known as the J. E. Greiner Company of Baltimore, represented by Mr. H. H. Allen, Mr. H. M. Brown, and Mr. E. J. Donnelly, was thereupon entertained for interview by the Commission.

The Chairman repeated his previous statement with respect to the purpose of the meeting and his instructions as to the recording of exhibits.

Mr. Allen thereupon presented a statement of the qualifications of his firm to perform engineering services for the Director of Highways and for the Commission and filed the following exhibits with the Secretary-Treasurer:

1. Engineering Report for Western Extension of Pennsylvania Turnpike (Two Volumes)
2. Brochure - Statement outlining qualifications of the J. E. Greiner Company to serve as General Consultant to Ohio Turnpike Commission, dated January 6, 1950
3. Qualifications and Experience Record of the J. E. Greiner Company, dated September, 1949
4. Examples of Bridge Engineering by the J. E. Greiner Company from 1941 to 1949

Mr. Allen stated that his firm, over a period of 41 years, had designed and supervised construction of public works approaching one-half billion dollars in value. The firm has made a specialty of revenue bond financing as applied to express highways, bridge and airport projects, and has been retained in connection with 15 such projects. The J. E. Greiner Company has acted as General Consultant to the Pennsylvania Turnpike Commission since the inception of the original project and continuing through the extensions to Philadelphia and to the Ohio border. Six principals and 150 employees are currently in the organization.

The firm is interested primarily in retention as General Consultant for engineering studies and management, the technical phases of the project to be performed under separate contracts subject to general direction by the J. E. Greiner Company. It does not wish to be employed as consultant for traffic and revenue studies. The firm prefers that contracts for aerial mapping and foundation borings be directly with the Highway Department, but will undertake this work by sub-contract if desired.

The firm was retained by the New Jersey Turnpike Authority for preparation of contract plans for a major section of the New Jersey Turnpike.

A tentative schedule for progress of engineering studies, design and construction was outlined by Mr. Allen and will be forwarded to the Commission. He estimated that 9 months would be required for engineering and other studies prerequisite to the preparation of a prospectus, and 36 months from the beginning of engineering studies to the completion of construction. The entire key staff of the firm will be available for employment on an Ohio project by March 15, 1950. Mr. Allen advised the Commission of his intention to engage Ohio engineering firms to assist in the work and offered to assist the Commission in reviewing the entire engineering field in Ohio.

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After recess for lunch the meeting was again called to order by the Chairman and the roll was called and the attendance was reported to be as follows:

Present: Shocknessy, Teagarden, Seasongood, McKay, Kauer
Absent: None

The consulting firm of Howard, Needles, Tammen and Bergendoff of Kansas City, Missouri, and New York City, represented by Mr. E. R. Needles, Mr. R. N. Bergendoff, and Mr. H. G. Sours, was thereupon entertained for interview by the Commission.

The Chairman repeated his previous statement with respect to the purpose of the meeting and his instructions as to the recording of exhibits.

Mr. Bergendoff thereupon presented a statement as to the qualifications of his firm to perform engineering services for the Director of Highways and for the Commission and filed the following exhibits

with the Secretary-Treasurer:

1. Qualifications for Consulting Engineering Services - Brochure
2. Report on Maine Turnpike
3. Tabulation of Comparative Revenues of Various Toll Bridges
4. Consolidated Engineering Report on New Jersey Turnpike
5. Bridges and Expressways - Brochure

Mr. Bergendoff proceeded to outline the experience and organization of the firm which operates complete establishments both in Kansas City and in New York City, with 8 partners and a total of 150 employees. Mr. Sours, local representative of the firm, would be actively employed in the Ohio turnpike work.

The firm has been associated with many revenue projects, including 8 bridges over the Mississippi River, and was retained as Consultant on the Maine Turnpike for engineering studies and reports as well as design and supervision of construction and operation. It has been retained for the design of a new bridge over the Ohio River at Wheeling and for turnpike studies both in Oklahoma and Colorado.

Howard, Needles, Tammen and Bergendoff are at present retained as General Consultant for the New Jersey Turnpike Authority for which engineering studies are now completed. The firm will have general supervision over preparation of contract plans and also during the phase of construction.

Mr. Needles described in detail the work of the firm in both Maine and in New Jersey. He estimated that preliminary engineering necessary for financing purposes could be completed in 4 months with proper organization for the work. The firm does not wish to undertake traffic and revenue studies, but is interested in retention as General Consultant or for design and construction phases. The firm was stated to be thoroughly experienced in engineering management, and present commitments would not interfere with satisfactory prosecution of Ohio work. Aerial mapping and foundation borings are not done by the firm, and preference was not expressed as to method of contracting for these phases of the work.

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The consulting firm of Michael Baker, Jr., Inc. of Rochester, Pennsylvania, represented by Mr. Michael Baker, Jr., Mr. W. O. Baker, Mr. C. F. Eben and Mr. J. F. Floyd, was thereupon entertained for interview by the Commission.

The Chairman repeated his previous statement with respect to the purpose of the meeting and his instructions as to the recording of exhibits.

Mr. Michael Baker thereupon presented a statement as to the qualifications of his firm to perform engineering services for the Director of Highways and for the Commission and filed the following exhibits with the Secretary-Treasurer:

1. Experience Brochure
2. San Antonio Inter-regional Report
3. Comprehensive Municipal Plan for Lancaster, Pennsylvania
4. Comprehensive Planning Survey for York City
5. Planning Report for Beaver County
6. Statement of Qualifications and Financial Status

Mr. Baker stated that in the 10 years of its existence, the firm has been responsible for engineering on projects whose cost exceeds one billion dollars. The firm has been retained for preparation of construction plans for one third of both Eastern and Western Extensions to the Pennsylvania Turnpike. Its experience in revenue financing is limited primarily to municipal projects.

Michael Baker, Jr., Inc. was retained by the Pennsylvania Highway Department for engineering reports and plan preparations on the Penn-Lincoln Expressway which is being built at a cost of fifty million dollars for a length of thirteen miles. The firm employs 575 men, of whom 275 are engaged in highway engineering projects. Mr. Baker is the sole owner of the firm, except for 7 1/2% of the stock held by the Mellon interests. The total volume of construction for which they are now engaged in engineering designs aggregates two hundred million dollars.

Mr. Baker states that present commitments are flexible enough to permit a completely adequate staff to be made available for Ohio work at once. The firm is not equipped for aerial mapping or foundation borings but is in a position to perform all ground control for aerial mapping. He would expect to use Ohio engineers and engineering firms in the work, subject to the approval of the Commission.

The firm is interested in retention as General Consultant but would also be interested in any other phase of the work except that pertaining to traffic and revenue studies. Mr. Baker estimates that engineering and traffic and revenue reports could be completed in 6 months.

It being 5:45 P. M. , the Chairman recessed the meeting until 10:00 A. M. , January 18, 1950, whereupon the meeting was again called to order by the Chairman and the roll was called and the attendance was reported to be as follows:

Present: Shocknessy, Teagarden, McKay, Kauer
Absent: Seasongood

* * *

The association of consulting firms headed by Hardesty and Hanover, and including Andrews and Clark, Clarke, Rapuano & Holleran, and Madigan-Hyland, all of New York City, which was represented by Mr. Shortridge Hardesty, Mr. W. E. Andrews, Mr. G. D. Clarke, Mr. Michael Rapuano, and Mr. M. J. Madigan, was thereupon entertained for interview by the Commission.

The Chairman repeated his previous statement with respect to the purpose of the meeting and his instructions as to the recording of exhibits.

Mr. Hardesty, as spokesman for the proposed association of firms, thereupon presented a statement as to the qualifications of his firm to perform engineering services for the Director of Highways and for the Commission and filed the following exhibits with the Secretary-Treasurer:

1. Letter dated October 28, 1949, setting forth qualifications
2. Engineering Projects of the several firms
3. Triborough Bridge and Tunnel Authority Prospectus
4. World Bank Engineering
5. Arterial Plan for Hartford
6. Improvements in Central District of Providence, Rhode Island

Mr. Hardesty stated that the four firms proposed to associate themselves in a joint venture to undertake complete engineering service for an Ohio turnpike including both engineering reports and traffic and revenue studies. His opinion was that both major reports should be prepared by a single firm. The four firms have been previously associated in various combinations over a period of 25 years on major transportation projects, primarily in the New York metropolitan area. Mr. Hardesty is proposed to be the administrative head of the association.

Mr. Madigan agreed that the traffic and revenue reports should be prepared by the General Consultant in order to avoid division of responsibility. He stated that the firm holds a very preferential position with

the larger banking houses; that the association is very flexible and permits immediate application of their personnel to Ohio work. The association of firms was not prepared to agree to undertake traffic and revenue studies only, but Madigan-Hyland may be interested in that phase of the work as an individual firm.

The association has been responsible for engineering projects aggregating more than two billion dollars and for traffic and financial reports for work grossing nearly one billion dollars. The firm estimates that engineering reports and traffic studies could be completed within six months.

There being no further business to come before the meeting, the motion was made by Mr. Teagarden, seconded by Mr. McKay, that the meeting adjourn. A vote by ayes and nays was taken and all members present responded to roll call and voted aye. The vote was as follows:

Ayes, Kauer, Shocknessy, McKay, Teagarden
Nays, None

The Chairman declared the meeting adjourned. The time of adjournment was 11:45 A. M.

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Pursuant to call of the Chairman, the Ohio Turnpike Commission reconvened in open special session in Room 1012 A, State Office Building, Columbus, at 10:00 o'clock A. M. on February 7, 1950, with members of the press; Mr. Kinneary, First Assistant to the Attorney General of Ohio; Senators Ford and Boyd of the Ohio Legislature; and members of the staff of the Ohio Department of Highways also in attendance.

The meeting was called to order by the Chairman, who stated that this meeting was a continuation of the special meeting held for the purpose of interviewing those firms whom the Director of Highways is considering for employment in pursuance of the Ohio Turnpike Act; that the Commission meets at the invitation of the Director of Highways and by his courtesy, in order that it may be informed concerning those firms whom he is considering for employment. The roll was called and the attendance was reported to be as follows:

Present: McKay, Kauer, Shocknessy
Absent: Teagarden, Seasongood

Whereupon the Chairman announced that a quorum was present.

The consulting firm of De Leuw, Cather and Company, represented by Mr. L. H. Cather and Mr. W. R. McConochie, was thereupon entertained for interview by the Commission, and the Chairman repeated his previous instructions as to the recording of exhibits.

Mr. Cather thereupon presented a statement of the qualifications of his firm to perform engineering services for the Director of Highways and for the Commission and filed the following exhibits with the Secretary-Treasurer:

1. Brochure of Experience
2. Supplemental Statement of Qualifications
3. Organization Chart dated January, 1950
4. Report on Milwaukee Metropolitan Area
5. Traffic and Revenue Report on Oklahoma Turnpike
6. Report to Elizabeth River Tunnel Commission, dated January, 1950
7. Report on Traffic and Revenue for Mystic River Bridge Authority

Mr. Cather stated that his firm had been retained for traffic and revenue reports for a number of major projects and made particular reference to the Oklahoma Turnpike, the Milwaukee Metropolitan studies, the Elizabeth River Tunnel and the Mystic River Bridge. The firm was responsible for a location and cost report for a ninety mile section of the New Jersey Turnpike and prepared plans and specifications for a twenty-four mile section of that turnpike. It employs about 135 individuals, distributed geographically among several offices.

Mr. McConochie stated that he had reviewed traffic information now available in the State Highway Department and finds it to be nearly complete for the purposes of a traffic and revenue report, but that probably some supplemental data will need to be secured. He suggested that time and money would be saved by the use of State facilities and personnel in securing any necessary supplemental data.

The firm is primarily interested in retention for the preparation of a traffic and revenue report but also desires to be considered for the preparation of plans and specifications for the expressway sections or for the design of structures.

It was estimated that the firm could complete a traffic and revenue report within four to six months and that work could be started without

delay. Mr. McConochie stated that the method which the firm would employ to assign traffic to the turnpike would be based primarily on calculated savings in time; that traffic on competing highways would necessarily be taken into account, and that projected improvement programs on competing highways must be considered.

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The consulting firm of Coverdale and Colpitts, represented by Mr. G. W. Burpee and Mr. G. H. Warfield, was thereupon entertained for interview by the Commission.

The Chairman repeated his previous statement with respect to the purpose of the meeting and his instructions as to the recording of exhibits.

Mr. Burpee thereupon presented a statement of the qualifications of his firm to perform engineering services for the Director of Highways and for the Commission and filed the following exhibits with the Secretary-Treasurer:

1. Letter of Qualifications dated January 30, 1950
2. Outline of Experience up to and including 1947

Mr. Burpee stated that the firm had been founded in 1904 and that the principals in the firm had been essentially unchanged in the past twenty years. The firm is not engaged in either design or construction, but interests itself only in problems of traffic and revenue. Mr. Burpee stated that his firm had made traffic and revenue studies for the issuance of a greater volume of revenue bonds than has any other organization. The firm has conducted engineering audits for the Port Authority of New York for approximately twenty years, and has been engaged for most of the six hundred millions of bonds now outstanding on projects of that Authority.

Among the very large number of projects for which the firm was retained is included the San Francisco Bay Bridge, the Maine Turnpike and the New Jersey Turnpike.

Mr. Warfield estimated, on the assumption that data available within the Highway Department is essentially complete, that three to four months would be required for preparation of a traffic and revenue report and that one additional month would be required for publishing the report. He stated that the Prospectus could be written concurrently with the report.

Upon question by the Chairman, Mr. Burpee stated that where a project involves a very substantial amount of financing, the investment interests would prefer an independent revenue report. He made a particular point of the reputation for conservatism which the firm enjoys.

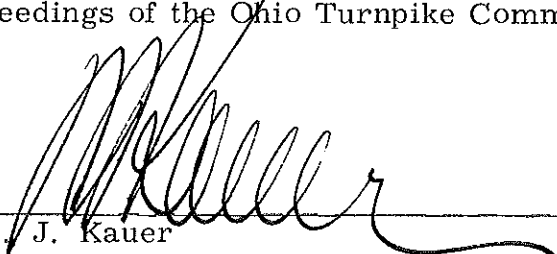
Mr. Warfield stated that consideration of traffic and scheduled improvements on competing highways was a basic factor in the studies for traffic and revenue on the turnpike.

There being no further consultants to be interviewed at the special meeting, the motion was made by Mr. McKay, seconded by Mr. Kauer, that the meeting adjourn. A vote by ayes and nays was taken and all members present responded to roll call and voted aye. The vote was as follows:

Ayes, McKay, Kauer, Shocknessy
Nays, None

The Chairman declared the meeting adjourned. The time of adjournment was twelve o'clock noon.

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



T. J. Kauer
Secretary-Treasurer

2-7-50