

MINUTES OF THIRTY SEVENTH MEETING  
MARCH 4, 1952

Pursuant to call of the Chairman the Ohio Turnpike Commission met in regular open session in Hearing Room No. 2, State Office Building, Columbus, Ohio, at 11:15 a.m. on March 4, 1952 with its General Counsel, Bond Counsel, representatives of the Consulting Engineers, of the Financial Advisor, of the press and others 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: Teagarden, Shocknessy, McKay, Kauer  
Absent: Seasongood

The Chairman announced that a quorum was present and stated he had been advised that a vacancy exists on the Commission.

Mr. McKay reported for the committee which had been appointed to review the minutes of meetings that he and Mr. Kauer had met on March 3, 1952 and had reviewed the minutes of the meetings of January 2, January 9, January 25, February 5, and February 20, 1952; that minor revisions had been made to the minutes principally to identify long reports and other documents and to incorporate such matters in the minutes by reference only and that such documents would be included as a part of the file of the minutes. A motion was made by Mr. McKay, seconded by Mr. Kauer, that the minutes of the meetings of January 2, 1952 be approved as revised. 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, Teagarden, McKay, Kauer, Shocknessy  
Nays, None

The Chairman declared the minutes adopted.

A motion was made by Mr. McKay, seconded by Mr. Kauer, that the minutes of the meetings of January 9, 1952 be approved as revised. 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, Teagarden, McKay, Kauer, Shocknessy  
Nays, None

The Chairman declared the minutes adopted.

A motion was made by Mr. McKay, seconded by Mr. Kauer, that the minutes of the meeting of January 25, 1952 be approved as revised. 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, Teagarden, McKay, Kauer, Shocknessy  
Nays, None

The Chairman declared the minutes adopted.

A motion was made by Mr. McKay, seconded by Mr. Kauer, that the minutes of the meeting of February 5, 1952 be approved as revised. 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, Teagarden, McKay, Kauer, Shocknessy  
Nays, None

The Chairman declared the minutes adopted.

A motion was made by Mr. McKay, seconded by Mr. Kauer, that the minutes for the meeting of February 20, 1952 be approved as revised. 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, Teagarden, McKay, Kauer, Shocknessy  
Nays, None

The Chairman declared the minutes adopted.

The Chairman reviewed the situation with respect to the availability of steel for Ohio Turnpike Project No. 1, reported his understanding that a letter was being issued by the Commissioner of Public Roads rendering a favorable decision on the request of the Commission for steel, and extended the thanks of the Commission to the Governor of Ohio for the assistance that he rendered in bringing about such a favorable decision. A member of the press furnished a copy of the letter to the Chairman as follows:

"Hon. Frank J. Lausche  
Governor  
Columbus, Ohio

March 3, 1952

Dear Governor Lausche:

In the recent conference with Secretary of Commerce Sawyer you presented the urgent needs of the Ohio road

improvement program, including the proposed Turnpike, for increased allotments of controlled materials, particularly steel. Since the conference the problem of increased supplies of steel for the highway program generally has been carefully reviewed by the control agencies in relation to the presently estimated requirements of the defense program and other pressing civilian needs.

As a result of the review of the currently indicated level of defense priority requirements in relation to the anticipated supply, the Bureau of Public Roads as the claimant agency for the highway program is now informed of a probable substantial increase over the second quarter in total carbon steel for the third and fourth quarters of 1952, and a lesser increase in the overall structural steel tonnage. While we have no formal advice as to the supply of steel, including structural shapes, for the first and succeeding quarters of 1953, we are of the firm opinion that the highway projects which have a high priority in each State may be undertaken with confidence that the materials will be available when required by the actual progress of construction.

The State Highway Department has the responsibility of submitting the estimated requirements of the amount of steel by classes for projects selected under the established criteria for inclusion in the construction program. Since the Department has already determined that the proposed Turnpike has a high priority with relation to the construction program of the State, we assume the estimated requirements of steel for construction of the Turnpike will be submitted for successive future quarters as a part of the estimated overall requirements for the State. We have tentatively included in our requested overall allotment the estimate of the State which provided an allotment for the fourth quarter of 1952 for the proposed Turnpike. Since it is our understanding now that the detailed plans for the Turnpike, including the structures, are yet to be prepared, the time element is such that we have no doubt, within the increased overall allotment of steel now indicated for the highway program, the fourth quarter actual needs of the Turnpike can be met if emphasis is placed on the use of reinforcing steel to the extent possible during the initial construction period. Also, we are optimistic that succeeding quarters will make possible increasing allocations so long as steel remains in the controlled category. Once steel is decontrolled, the requirements for new contracts would resume a free competitive position.

As the matter now stands, the plans, specifications and

estimates must be matured. These are basic to the scheduling by quarters of the amounts and types of steel. Under present conditions, it is provident engineering to use reinforced concrete for foundations, substructures, all small and moderate sized drainage structures, and precast reinforced concrete piling, and if this plan of design is followed, in our judgment it will be possible by the time construction can possibly be initiated, to carry forward without undue delay.

Under the above stipulations we will be in position to approve the construction schedule when submitted.

We trust this information will permit the State to proceed with the program of construction which is rated to hold the highest priority.

A copy of this letter is attached for the State Highway Department.

With high personal regards, I am

Very truly yours,

Thos. H. MacDonald  
Commissioner of Public Roads "

In response to an inquiry from the Chairman Mr. Kauer stated that two additional documents would be needed from the Bureau of Public Roads, the first would grant authority to commence construction and the second would actually grant the allocation of steel.

Mr. Murphy speaking for the Financial Advisor assured the Commission that the financing group would proceed as rapidly as possible in its preparations to submit a bid to the Commission.

Mr. Donnelly reported that recommendations for the selection of consulting engineers for surveys, design and supervision of construction would be complete and recommendations would be made to the Commission within two weeks. He suggested that the Commission give consideration to the early establishment of engineering contracts so that surveys might be underway by April 1, 1952.

The Chairman stated that the Commission would take no action on any contracts until the next meeting since a new member was to be appointed to the Commission.

Mr. Dunbar stated for the record that he approved the Plan of

Organization and Administration of the Legal Staff as adopted at the meeting of the Commission on February 27, 1952.

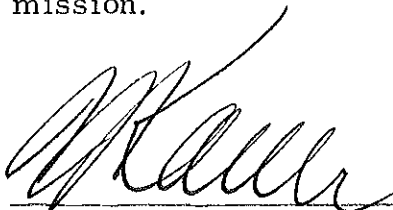
The Chairman appointed a committee consisting of Mr. McKay, Mr. Teagarden and Mr. Kauer to consider arrangements for office space for the Commission in Columbus. He stated his desire that the Commission organize itself within the next two weeks for action.

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

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

The Chairman declared the meeting adjourned. The time of adjournment was 12:20 o'clock p.m.

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



T. J. Kauer  
Secretary-Treasurer

*Mar. 20, 1952*