

MINUTES OF THE SIXTY-FOURTH MEETING
JUNE 9, 1953

Pursuant to call of the Chairman, the Ohio Turnpike Commission met in special open session in its offices at 139 East Gay Street in Columbus, Ohio at 11:10 A. M. on June 9, 1953, with the key members of its staff, representatives of the Consulting Engineers, of the Trustee, Major General Robert S. Beightler, John Lansdale, Jr., 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: Allen, Teagarden, Linzell, McKay, Shocknessy.

Absent: None.

The Chairman announced that a quorum was present.

A motion was made by Mr. McKay and seconded by Mr. Teagarden that the minutes for the meetings of April 30 and May 12, 1953, which had been examined by the members of the Commission and upon which the required corrections 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, McKay, Teagarden, Allen, Linzell, Shocknessy.

Nays, none.

The Chairman declared the motion carried.

The Chairman commented upon the decision which the Supreme Court of Ohio handed down in the Shafer case. He characterized the decision as a magnificent and uninhibited document. He said that the Commission was pleased with the decision and that not only the Commission but the whole public should be grateful to the Court for having handled the case so quickly. He pointed out that the decision was significant not only to the Turnpike Commission but also to every public body doing business in Ohio and stated his belief that its

significance had been noted and well appreciated as evidenced by the response which the Commission had had from people in all walks of life.

The Chairman stated in his own behalf and in behalf of the Commission that the Commission was grateful that the litigation had so successfully been completed and that the Commission intended to proceed with all dispatch to fulfill the mission envisioned for it by the 98th General Assembly when the Commission was created. He said further that there was no rancor on the part of the Commission toward anyone and read from a letter which had been received from Mr. R. H. Shafer, President of the Ohio Road Improvement Company, immediately prior to the meeting in which Mr. Shafer had expressed a willingness to cooperate with the Commission in the completion of Ohio Turnpike Project No. 1.

The Chairman then read the following telegram, addressed to him from Mr. Ernest M. Green, President of the Ohio Highway and Turnpike Association:

"Received June 8 5:56 PM 1953
James W. Shocknessy, Chairman Ohio Turnpike
Commission
139 East Gay Street, Columbus, Ohio
Forwarding bulletin under separate cover for
comparison with quoted articles in Columbus
Citizen. We have no feud with you or anyone
else. Ernest M. Green, President Ohio Highway
and Turnpike Association."

The Chairman referred to the magnificent editorial response to the decision of the Supreme Court, reproductions of which had been made available to the members of the Commission.

The Chairman then reported with respect to House Bill No. 764, then pending in the Ohio General Assembly, that the staff of the Commission had studied the Bill and had submitted reports to him with respect to it. He read the following statements taken from the reports:

"House Bill No. 764 would empower the Commission, with the approval of the Superintendent of the State Highway Patrol, to adopt such by-laws, rules and regulations, as it might deem advisable for the control and regulation of traffic on any Turnpike project for the protection and preservation of property under its jurisdiction and control, and for the maintenance and preservation of good order within the property under its control. The by-laws, rules and regulations necessarily would include such items as a schedule of tolls, weight limits, speed limits, operational procedures, control of commercial vehicles transporting explosives, the establishing of safety practices for fleet operators, and numerous other items. The bill, therefore, would give the Superintendent of the State Highway Patrol veto power over the Commission in the performance of its administrative functions governing the maintenance and operation of Turnpike projects.

With respect to Ohio Turnpike Project No. 1 this veto power would apply to many obligations imposed upon the Commission by the covenants of the Trust Indenture and most likely would be unenforceable."

"House Bill No. 764 also would delegate to the Superintendent of the State Highway Patrol exclusive jurisdiction in determining the number of patrolmen and radiomen to be assigned to Turnpike projects. The bill provides that the Commission pay the entire cost of the services performed by the State Highway Patrol, including among other items the cost of training personnel."

"Under the terms of the Trust Indenture the Commission must adopt an annual budget for the maintenance and operation of Ohio Turnpike Project No. 1. The Commission, therefore, is responsible for the cost of maintaining and operating the project but under H. B. 764 would have no effective control over this major item of the budget which would become of particular significance at any time before the retirement of the bonds when traffic volumes might be reduced by reason of economic recession or national

emergency resulting in the rationing of motor fuel and tires."

"The principle of having the State Highway Patrol responsible for policing Turnpike projects is fundamentally sound. The Ohio Highway Patrol enjoys the highest repute as a police agency. It would be entirely capable of handling the required policing of the Turnpike project and the Commission expects to undertake to have the Patrol police its projects, as indicated by the letter addressed to the Director of Highways under date of June 10, 1953, copy of which is enclosed. The principle of limiting the authority and control of the Commission in the performance of its contractual administrative responsibilities, however, is fundamentally unsound. The successful completion of Turnpike projects requires the retaining of administrative control, authority and responsibility in the hands of the Commission as is provided under the existing indenture with respect to Ohio Turnpike Project No. 1".

"Among the rules and regulations of the Commission which would be subject to the approval of the Superintendent of the State Highway Patrol under the provisions of H. B. 764 would be the Commission's regulation for the protection and preservation of property under the Commission's jurisdiction and control. The extent to which the approval of the Superintendent might be carried under this provision is obvious. The provision of the bill which would give to the Highway Patrol the exclusive determination of the number of highway patrolmen needed upon the Turnpike project, couples with the requirement that the entire cost of the services performed be paid by the Commission also might invite future controversy. The dangers inherent in such provisions are too significant to overlook."

The Chairman stated that the staff reports generally represented what had been the view of the Commission and that it was his opinion that the members of the Commission had generally been of the opinion that it would be desirable for the Commission in due course to arrange with the Highway Patrol to undertake the policing authority of Ohio Turnpike Project No. 1 in accordance with the administrative regulations which the Commission might adopt. He suggested that the appropriate committee of the General Assembly which would consider this bill be advised of the views of the Commission and of the jeopardy of which the bill might be the occasion. There was general discussion of the matter

between the Chairman, Mr. McKay, Mr. Linzell and the General Counsel, and it was agreed that the Chairman was authorized and directed to address a letter to the Director of Highways seeking from the director of Highways an expression as to whether or not he would be willing to enter into or consider with the Commission a plan whereunder the work of policing Ohio Turnpike Project No. 1 would be handled by the State Highway Patrol with an arrangement whereby reimbursement for the cost of furnishing such policing services would be made by the Turnpike Commission. Mr. Linzell stated that as Director of Highways he would transmit the inquiry immediately to the Attorney General of Ohio for advice.

The Assistant Secretary-Treasurer reported for the Secretary-Treasurer that since the last meeting the following documents had been transmitted to each member of the Commission:

1. Report on reinvestments of funds during May, mailed June 1, 1953.
2. Memorandum from Chief Engineer dated June 2, 1953 outlining procedure for replacement of plans and cross sections previously purchased for bid openings that were cancelled.
3. Copy of financial report as of May 31, 1953, mailed June 6, 1953. In the absence of any objection, the reports of the Chairman and of the Secretary-Treasurer respectively were accepted.

The Chairman then requested that the Executive Assistant, the General Counsel, the Chief Engineer and the Consulting Engineer report in turn concerning the status of right-of-way acquisition, particularly with respect to the construction contracts which were then under advertisement and which would be advertised in the immediate future.

The Executive Assistant stated that right-of-way had been a matter of very serious concern continuously over the preceding several months, that it would continue to be the most serious item of business which the Commission had but that it was not by any means ⁱⁿ a critical situation. He reviewed the general status of the right-of-way acquisition with particular attention to the mainline parcels of right-of-way, which were those parcels

which needed to be connected up in order to give the construction contractors opportunity to excavate and to build drainage structures and bridges. He reported that the Commission had under contract or had a right of entry to 75% of those mainline parcels. He said that supplemental takings which included easements for drainage, easements for temporary run arounds, easements in connection with county road crossings and state highway crossings would add several thousand additional parcels which were not critical with respect to the initial phases of construction. He pointed out that the statistics of the Commission were continuously at least one week behind the current situation because of necessary delays in obtaining reports from the field, and that in general the rate at which mainline parcels were being acquired was commensurate with the rate at which the contract sections would be advertised for bids.

The General Counsel then reviewed the procedures under which right-of-way was being acquired. He then reported in detail concerning the status of acquisition of mainline parcels in construction sections C-2, C-3, C-4, C-5, C-6, C-7, C-8, C-9, C-10 and C-16 all of which had either been advertised for the receipt of bids or would very soon be under advertisement. The General Counsel summarized his report with respect to these sections by saying that in most of them the Commission was either completely clear or it had condemnation cases which it expected to have out of the way within the next few weeks and before a contractor could be on the ground, with the sole exception of working out final arrangements with the Erie and Pennsylvania Railroads, and excepting a serious problem with the Baltimore and Ohio Railroad. He said that the Baltimore and Ohio Railroad had displayed a recalcitrant attitude with respect to approval of agreements for crossings of the Baltimore and Ohio Railroad in construction section C-7, and that officials of the Railroad were taking issue with the form of agreement that had been worked out with the General Attorney for the Railroad. The General Counsel advised the Commission that this serious situation must be resolved soon, and that condemnation action against the railroad company might be necessary. The General Counsel was instructed by the Commission to draft an appropriate resolution to condemn the parcels in section C-7 owned by the Baltimore and Ohio Railroad.

Mr. Donnelly reported in detail with respect to the status of mainline right-of-way acquisition in those construction sections which were scheduled for later advertising. He advised

the Commission that there was now in effect a priority list by individual parcels which controlled the order acquisition of the remaining properties required by the Commission.

The Chief Engineer stated that there had been close liaison between his office and that of General Counsel and the consulting Engineers with respect to right-of-way, and that the plan for the advertising for the construction sections was being coordinated with right-of-way acquisition progress.

The Chief Engineer then presented to the Commission for its approval the plans for 32 construction sections involving 140 miles of the length of the Turnpike. He said that advertising had commenced for 10 of the 32 sections, that two others would be advertised very soon, and that the remaining construction sections would be advertised for bids as the right-of-way became available at a rate which would provide for the receipt of bids for approximately one full design section of the project each week.

Resolution No. 191-1953, approving, adopting and ratifying the plans for construction sections 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 16, 24, 25, 26, 27, 28, 29, 34, 35, 36, 37, 43, 44, 45, 50, 51, 52, 56, 57, 58, and 59 was moved for adoption by Mr. McKay and seconded by Mr. Allen as follows:

"WHEREAS there are before this meeting the respective plans for the construction of those portions of Ohio Turnpike Project No. 1, which are known as Construction Sections 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 16, 24, 25, 26, 27, 28, 29, 34, 35, 36, 37, 43, 44, 45, 50, 51, 52, 56, 57, 58, and 59, and the Commission's chief engineer and consulting engineer have recommended to the Commission the approval and adoption thereof, and

WHEREAS the Commission has duly and fully considered the same;

NOW, THEREFORE, BE IT

RESOLVED that the Commission hereby approves, adopts, and ratifies the aforesaid plans before it at this meeting, being for the construction of those portions of Ohio Turnpike Project No. 1, which are known as Construction Sections 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 16, 24, 25, 26, 27, 28, 29, 34, 35, 36, 37, 43, 44, 45, 50, 51, 52, 56, 57, 58, and 59;

FURTHER RESOLVED that all action heretofore taken by the chief engineer with reference to the said plans be, and the same hereby is, ratified, approved, and confirmed, and

FURTHER RESOLVED that the chief engineer and general counsel are authorized to cause contracts to be advertised for the aforesaid Construction Sections, that the chief engineer shall take and open bids for the same, and shall report the results thereof to the Commission."

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

Ayes, McKay, Allen, Teagarden, Linzell, Shocknessy.

Nays, none.

The Chairman declared the resolution adopted.

The Chairman speaking personally and in behalf of the Commission congratulated Mr. John Lansdale, Jr. and his firm, Squire, Sanders & Dempsey, and the Commission's General Counsel for the fine professional conduct of the Shafer litigation before the Supreme Court of Ohio and for the most satisfactory result. The Chairman also said that the Governor of Ohio had extended his good wishes and congratulations to the Commission, and he expressed his opinion that the Commission might well thank the Governor for the wholehearted support that it had received from him during its trying times.

Mr. McKay suggested that the Chief Engineer extend the compliments of the Commission to the Consulting Engineers and the Contracting Engineers, and the Chief Engineer was so instructed.

The meeting was recessed at 12:50 P. M.

At 2:15 P. M. June 9, 1953, the meeting after the recess and pursuant thereto, was called to order by the Chairman, the roll was called, and the attendance was reported to be as follows:

Present: Allen, Teagarden, Linzell, McKay, Shocknessy.

Absent: None.

The Chairman announced that a quorum was present.

The Chief Engineer continued his report and advised the Commission that bids had been received on June 2, 1953, for
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the purchase of fabricated structural steel for bridges in design sections 15, 18, 19, 20 which bids were for contracts M-15, M-18, M-19 and M-20. He said that bids had been received from five firms for contracts M-15, M-18 and M-20 involving about 7,500 tons of steel, that the bids and qualifications of the bidding firms had been reviewed and that the Consulting Engineers had recommended the award of contracts M-15, M-18 and M-20 to the American Bridge Division of the United States Steel Corporation, Cincinnati, Ohio, which was the lowest bidder on all three contracts. He handed to the Commission his written recommendation under date of June 4, 1953, and the written recommendation of J. E. Greiner Company under date of June 4, 1953, for the award of the contracts to that firm.

The Chief Engineer also reported to the Commission that bids had been received on June 2, 1953 for the purchase of fabricated structural steel for bridges in design section 9, which bids were for contract M-9. He said that bids had been received from five firms; that the bids and qualifications of the bidding firms had been reviewed, and that the Consulting Engineers had recommended the award of contract M-9 to the American Bridge Division of the U. S. Steel Corporation, Cincinnati, Ohio, which had submitted the lowest bid. He handed to the Commission his written recommendation under date of June 4, 1953, for the award of contract M-9 to that firm.

The General Counsel submitted to the Commission his written recommendation with respect to the award of contracts M-15, M-18, M-19 and M-20, in which he indicated that there had been due advertisement according to law, that the bids were duly received, opened and read in accordance with the law, and the notice that was published, and that everything was in order so that the Commission **might** legally make the award to the organizations whom the Chief Engineer had reported were the low bidders.

Resolution No. 192-1953, awarding structural steel contracts M-15, M-18, and M-20 was moved for adoption by Mr. Teagarden and seconded by Mr. Allen as follows:

"WHEREAS the Commission has duly advertised, according to law, for bids upon separate contracts for the furnishing of the fabricated structural steel for each of Design Sections D-15, D-18, and D-20 of Ohio Turnpike Project No. 1, which contracts are designated Contracts M-15, M-18 and M-20, respectively, and proof of said advertising is before the Commission;

WHEREAS the Commission has also advertised in like manner for bids upon contracts for the furnishing of fabricated structural steel for the several possible combinations of any two or all of said design sections, which contracts are designated Contracts M-15 & 18, M-15 & 20, M-18 & 20, and M-15, 18 & 20;

WHEREAS bids for the performance of each and all of said contracts have been received and were duly opened and read as provided in the published notice for said bids, and said bids are before this meeting;

WHEREAS said bids have been analyzed by the Commission's consulting engineer and by its chief engineer, and they have reported thereon to the Commission with respect to said analysis and made their recommendations predicated thereon;

WHEREAS all of the aforesaid bids for each of said contracts were solicited on the basis of the same terms and conditions, and the same specifications with respect to all bidders and potential bidders, and the bid of the United States Steel Corporation (American Bridge Division) for the performance of Contract M-15, 18 & 20 was, and is by the Commission determined to be, the lowest of all said bids, or combinations of bids, for the furnishing of fabricated structural steel for the aforesaid design sections; and the Commission has been advised by its general counsel that said bid conforms to the requirements of section 1205 of the General Code of Ohio and to the terms, conditions, and specifications in the legal notice applicable thereto, and, accordingly, the Commission is authorized to accept said bid as the lowest and best bid for furnishing the fabricated structural steel for said design sections; and

WHEREAS the Commission is satisfied with the capacity of said bidder to perform its obligations pursuant to its proposal;

NOW, THEREFORE, BE IT

RESOLVED that the bid of the United States Steel Corporation (American Bridge Division) for the performance of Contract M-15, 18 & 20 be, and hereby it is, determined to be the lowest and best of all said bids, or combinations of bids, and is accepted; and that each of the chairman and the chief engineer be, and each of them hereby is, authorized (1) to execute a contract with said successful bidder in the form heretofore prescribed by the Commission, pursuant to the aforesaid bid, and upon the condition that said successful bidder shall furnish a performance

bond as heretofore approved by the Commission by and in its resolution No. 69-1952, and meeting the requirements of said resolution, (2) to return to all bidders for any of the aforesaid contracts, other than said United States Steel Corporation (American Bridge Division), the bid security furnished by each of them, respectively, (3) to return said successful bidder's bid security when the aforesaid contract has been duly executed and said performance bond furnished, and (4) to take any and all action necessary or proper to carry out the terms of said bid and of said contract."

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

Ayes, Teagarden, Allen, McKay, Shocknessy,
Linzell.

Nays, none.

The Chairman declared the resolution adopted.

Resolution No. 193-1953, awarding structural steel contract M-19 was moved for adoption by Mr. Allen and seconded by Mr. McKay as follows:

"WHEREAS the Commission has duly advertised, according to law, for bids upon contract for the furnishing of the fabricated structural steel for Design Section D-19 of Ohio Turnpike Project No. 1, which contract is designated Contract M-19, and proof of said advertising is before the Commission;

WHEREAS bids for the performance of said contract have been received and were duly opened and read as provided in the published notice for said bids, and said bids are before this meeting;

WHEREAS said bids have been analyzed by the Commission's consulting engineer and by its chief engineer, and they have reported thereon to the Commission with respect to said analysis and made their recommendations predicated thereon;

WHEREAS all of the aforesaid bids for said contract were solicited on the basis of the same terms and conditions, and the same specifications with respect to all bidders and potential bidders, and the bid of the United States Steel Corporation (American Bridge Division) for the performance of Contract M-19, is, and is by the Commission determined to be, the lowest of all said bids for the furnishing of fabricated structural steel for the aforesaid design section; and the Commission has

been advised by its general counsel that said bid conforms to the requirements of section 1205 of the General Code of Ohio and to the terms, conditions, and specifications in the legal notice applicable thereto, and, accordingly, the Commission is authorized to accept said bid as the lowest and best bid for furnishing the fabricated structural steel for said design section; and

WHEREAS the Commission is satisfied with the capacity of said bidder to perform its obligations pursuant to its proposal;

NOW, THEREFORE, BE IT

RESOLVED that the bid of the United States Steel Corporation (American Bridge Division) for the performance of Contract M-19, be, and hereby it is, determined to be the lowest and best of all said bids and is accepted, and that each of the chairman and the chief engineer be, and each of them hereby is, authorized, (1) to execute a contract with said successful bidder in the form heretofore prescribed by the Commission, pursuant to the aforesaid bid, and upon the condition that said successful bidder shall furnish a performance bond as heretofore approved by the Commission by and in its resolution No. 69-1952, and meeting the requirements of said resolution, (2) to return to all bidders for the aforesaid contract, other than said United States Steel Corporation (American Bridge Division), the bid security furnished by each of them, respectively, (3) to return said successful bidder's bid security when the aforesaid contract has been duly executed and said performance bond furnished, and (4) to take any and all action necessary or proper to carry out the terms of said bid and of said contract."

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

Ayes, Allen, McKay, Teagarden, Shocknessy, Linzell.

Nays, none.

The Chairman declared the resolution adopted.

The Chief Engineer then presented to the Commission plans and contract documents for contracts M-6A and M-4A for the purchase of fabricated structural steel for bridges in portions of design sections 6 and 4, respectively. He handed to the

Commission his written recommendations under date of June 8, 1953, for the approval of the documents. He advised the Commission that 27,000 tons of fabricated structural steel had been purchased by separate contract, that an additional 17,000 tons were included in construction contracts previously awarded, and that approximately 29,000 tons of steel remained in contracts not yet advertised.

Resolution No. 194-1953, approving, adopting and ratifying the plans and other contract documents for contract M-4A and contract M-6A, was moved for adoption by Mr. McKay and seconded by Mr. Allen as follows:

"WHEREAS there are before this meeting forms of contract documents, to-wit, forms of notice to bidders, proposals, plans, special provisions, and contracts for Contract M-4A and Contract M-6A, for the furnishing of the fabricated structural steel for Construction Sections 8, 11, and 12 of Design Section D-4 and for Construction Section 16 of Design Section D-6; and

WHEREAS the Commission has duly and fully considered the same;

NOW, THEREFORE, BE IT

RESOLVED that the Commission hereby approves, adopts, and ratifies the forms before it at this meeting of the aforesaid contract documents being for and in connection with the contracts for furnishing fabricated structural steel for Construction Sections 8, 11, and 12 of Design Section D-4 and for Construction Section 16 of Design Section D-6; and

FURTHER RESOLVED that all action heretofore taken by the chief engineer and general counsel, or either of them, with reference to each of said contracts, be, and the same hereby is, ratified, approved, and confirmed; the chief engineer shall take and open bids for the same and report the results thereof to the Commission."

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

Ayes, McKay, Allen, Teagarden, Shocknessy, Linzell.

Nays, none.

The Chairman declared the resolution adopted.

The Chief Engineer referred to the written recommendations of himself, the Consulting Engineers and General Counsel with respect to supplemental specifications I-18, I-21, I-29 and I-31, and revised supplemental specification I-17, which were presented to the Commission at its meeting on May 28, 1953 and which the Commission had under consideration. He again recommended the adoption of the supplemental specifications.

Resolution No. 195-1953, adopting supplemental specifications, I-18, I-21, I-29 and I-31, and revised supplemental specification I-17 was moved for adoption by Mr. Linzell and seconded by Mr. Teagarden as follows:

"WHEREAS there have been presented to this meeting, for the Commission's consideration, proposed supplemental specifications I-18, I-21, I-29, I-31, all dated May 28, 1953, and proposed revised supplemental specification I-17, bearing the revision date of May 28, 1953, pertaining to the construction of Ohio Turnpike Project No. 1;

WHEREAS the Commission's consulting engineer, chief engineer, and general counsel have reported to the Commission with respect to the aforesaid proposed supplemental specifications and revised supplemental specification, and the Commission has duly and fully considered the same; and

WHEREAS the Commission is of the opinion that the aforesaid supplemental specifications and revised supplemental specification should be adopted;

NOW, THEREFORE, BE IT

RESOLVED that supplemental specification I-18, pertaining to stabilized shoulders and temporary run-arounds; supplemental specification I-21, pertaining to Portland-cement-concrete median and traffic-island pavement; supplemental specification I-29, pertaining to construction-contract information signs; supplemental specification I-31, pertaining to pre-cast Portland-cement-concrete traffic dividers; and revised supplemental specification I-17, pertaining to side approaches and mailbox turnouts, all dated, or in the case of I-17, revised, May 28, 1953, be, and the same hereby are, adopted; provided, that any changes which are in the nature of adding or changing headings, captions, tables of contents, and style of writing or printing, or in the nature of filling in blank spaces or correcting typographical, clerical, or arithmetical errors may be made upon the authorization of either the chief engineer or general counsel.¹¹

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

Ayes, Linzell, Teagarden, McKay, Allen, Shocknessy.

Nays, none.

The Chairman declared the resolution adopted.

The Chief Engineer then referred to proposed supplemental specification A-4, which had been offered to the Commission at the meeting on May 28, 1953, and which had been under consideration by the Commission in the interim. He submitted to the Commission written recommendations under date of June 9, 1953, signed by himself and by the General Counsel and by the Consulting Engineer recommending the approval of supplemental specification A-4.

Resolution No. 196-1953, adopting supplemental specification A-4 was moved for adoption by Mr. Teagarden and seconded by Mr. McKay as follows:

"WHEREAS there has been presented to this meeting, for the Commission's consideration, proposed Supplemental Specification A-4, pertaining to the construction of Ohio Turnpike Project No. 1;

WHEREAS the Commission's consulting engineer, chief engineer, and general counsel have reported to the Commission with respect to the aforesaid proposed supplemental specification, and the Commission has duly and fully considered the same; and

WHEREAS the Commission is of the opinion that said supplemental specification should be adopted;

NOW, THEREFORE, BE IT

RESOLVED that Supplemental Specification A-4, setting forth certain amendments to the General Specifications for Ohio Turnpike Project No. 1, be, and the same hereby is, adopted; provided, that any changes which are in the nature of adding or changing headings, captions, tables of contents, and style of writing or printing, or in the nature of filling in blank spaces, or correcting typographical, clerical, or arithmetical errors, may be made upon the authorization of either the chief engineer or general counsel."

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

Ayes, Teagarden, McKay, Allen, Linzell, Shocknessy.

Nays, none.

The Chairman declared the resolution adopted.

The Chief Engineer concluded his report by advising the Commission that work was in progress with the Consulting Engineers in the development of specifications for communication systems, for toll equipment, for toll plazas and for maintenance buildings. He said that specifications for the coring of the pavement would be submitted for the consideration of the Commission at an early date.

The General Counsel presented to the Commission seventeen forms of resolutions finding the necessity of changing locations of certain roads.

Resolutions Nos. 197-1953, 198-1953, 199-1953, 200-1953, 201-1953, 202-1953, 203-1953, 204-1953, 205-1953, 206-1953, 207-1953, 208-1953, 209-1953, 210-1953, 211-1953, 212-1953, 213-1953, each finding it necessary to change the location of a specifically described road were moved for adoption by Mr. Teagarden and seconded by Mr. McKay as follows:

"WHEREAS a portion of Coit Road, a county road, in Portage County, Ohio, intersects the route to be traversed by Ohio Turnpike Project No. 1, hereinafter called "the turnpike"; and

WHEREAS §1206 of the Ohio General Code provides for the relocation of any portion of any public road upon the Commission's finding that it is necessary to change the location thereof;

NOW, THEREFORE, BE IT

RESOLVED that the Commission, having duly and fully considered the same, finds it necessary to change the location of that portion of Coit Road, Shalersville Township, Portage County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 348+03 and which extends from a point at the centerline intersection of Coit Road and S.R. 303 at a point approximately 1700 feet northerly; and

FURTHER RESOLVED that the Secretary of the Commission be, and hereby is, instructed to transmit a certified copy of this resolution to the Board of County Commissioners of Portage County, Ohio."

Resolution No. 198-1953

"WHEREAS a portion of Elliman Road, a county road, in Portage County, Ohio, intersects the route to be traversed by Ohio Turnpike Project No. 1, hereinafter called "the turnpike"; and

WHEREAS §1206 of the Ohio General Code provides for the relocation of any portion of any public road upon the Commission's finding that it is necessary to change the location thereof;

NOW, THEREFORE, BE IT

RESOLVED that the Commission, having duly and fully considered the same, finds it necessary to change the location of that portion of Elliman Road, Shalersville Township, Portage County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 267+27 and which extends from a point at the centerline intersection of Elliman Road with State Route 303 to a point approximately 2043 feet northerly of said intersection; and

FURTHER RESOLVED that the Secretary of the Commission be, and hereby is, instructed to transmit a certified copy of this resolution to the Board of County Commissioners of Portage County, Ohio."

Resolution No. 199-1953

"WHEREAS a portion of Akins Road, a county road, in Cuyahoga County, Ohio, intersects the route to be traversed by Ohio Turnpike Project No. 1, hereinafter called "the turnpike"; and

WHEREAS §1206 of the Ohio General Code provides for the relocation of any portion of any public road upon the Commission's finding that it is necessary to change the location thereof;

NOW, THEREFORE, BE IT

RESOLVED that the Commission, having duly and fully considered the same, finds it necessary to change the location of that portion of Akins Road, Royalton Township, Cuyahoga

County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 675+06 which extends from a point 725 feet more or less westerly of the centerline of Ohio Turnpike Project No. 1 to a point approximately 700 feet easterly of the centerline of Ohio Turnpike Project No. 1 at the present intersection of Akins Road and Bennett Road; and

FURTHER RESOLVED that the Secretary of the Commission be, and hereby is, instructed to transmit a certified copy of this resolution to the Board of County Commissioners of Cuyahoga County, Ohio."

Resolution No. 200-1953

"WHEREAS a portion of Albion Road, a county road, in Cuyahoga County, Ohio, intersects the route to be traversed by Ohio Turnpike Project No. 1, hereinafter called "the turnpike"; and

WHEREAS §1206 of the Ohio General Code provides for the relocation of any portion of any public road upon the Commission's finding that it is necessary to change the location thereof;

NOW, THEREFORE, BE IT

RESOLVED that the Commission, having duly and fully considered the same, finds it necessary to change the location of that portion of Albion Road, Strongsville Township, Cuyahoga County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 478+ 12 and which extends from a point which is 1043.7 feet west of the centerline intersection of Albion Road with Handle Road to a point which is 1075.5 feet east of said intersection with Handle Road; and

FURTHER RESOLVED that the Secretary of the Commission be, and hereby is, instructed to transmit a certified copy of this resolution to the Board of County Commissioners of Cuyahoga County, Ohio."

Resolution No. 201-1953

"WHEREAS a portion of Fair Road, a county road, in Cuyahoga County, Ohio, intersects the route to be traversed by Ohio Turnpike Project No. 1, hereinafter called "the turnpike"; and

WHEREAS §1206 of the Ohio General Code provides for the relocation of any portion of any public road upon the Commission's finding that it is necessary to change the location thereof;

NOW, THEREFORE, BE IT

RESOLVED that the Commission, having duly and fully considered the same, finds it necessary to change the location of that portion of Fair Road, Village of Strongsville, Cuyahoga County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 309 + 96 and which extends from a point at the centerline intersection of Fair-Road-Sprague Road to a point approximately 715 feet southerly from said intersection with Sprague Road; and

FURTHER RESOLVED that the Secretary of the Commission be, and hereby is, instructed to transmit a certified copy of this resolution to the Board of County Commissioners of Cuyahoga County, Ohio."

Resolution No. 202-1953

"WHEREAS a portion of Handle Road, a county road, in Cuyahoga County, Ohio, intersects the route to be traversed by Ohio Turnpike Project No. 1, hereinafter called "the turnpike"; and

WHEREAS §1206 of the Ohio General Code provides for the relocation of any portion of any public road upon the Commission's finding that it is necessary to change the location thereof;

NOW, THEREFORE, BE IT

RESOLVED that the Commission, having duly and fully considered the same, finds it necessary to change the location of that portion of Handle Road, Strongsville Township, Cuyahoga County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 479+ 31 and which extends from a point which is 561.4 feet south of the centerline intersection

at Handle Road and Albion Road; and

FURTHER RESOLVED that the Secretary of the Commission be, and hereby is, instructed to transmit a certified copy of this resolution to the Board of County Commissioners of Cuyahoga County, Ohio."

Resolution No. 203-1953

"WHEREAS a portion of Schady Road, a county road, in Cuyahoga County, Ohio, intersects the route to be traversed by Ohio Turnpike Project No. 1, hereinafter called "the turnpike"; and

WHEREAS §1206 of the Ohio General Code provides for the relocation of any portion of any public road upon the Commission's finding that it is necessary to change the location thereof;

NOW, THEREFORE, BE IT

RESOLVED that the Commission, having duly and fully considered the same, finds it necessary to change the location of that portion of Schady Road, Olmstead Township, Cuyahoga County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 142 + 57 and which extends from a point at the centerline intersection of Schady Road-Usher Road to a point 2443.46 feet west from said intersection with Usher Road; and

FURTHER RESOLVED that the Secretary of the Commission be, and hereby is, instructed to transmit a certified copy of this resolution to the Board of County Commissioners of Cuyahoga County, Ohio."

Resolution No. 204-1953

"WHEREAS a portion of Portman Road, a county road, in Lorain County, Ohio, intersects the route to be traversed by Ohio Turnpike Project No. 1, hereinafter called "the turnpike"; and

WHEREAS §1206 of the Ohio General Code provides for the relocation of any portion of any public road upon the Commission's finding that it is necessary to change the location thereof;

NOW, THEREFORE, BE IT

RESOLVED that the Commission, having duly and fully considered the same, finds it necessary to change the location of that portion of Portman Road, Brownhelm Township, Lorain County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 121+ 45 and which extends from a point 505.52 feet westerly from said station on the centerline of Ohio Turnpike Project No. 1 to a point easterly, a total distance of 1491.47 feet to the intersection with Vermillion Road; and

FURTHER RESOLVED that the Secretary of the Commission be, and hereby is, instructed to transmit a certified copy of this resolution to the Board of County Commissioners of Lorain County, Ohio."

Resolution No. 205-1953

"WHEREAS a portion of Balsizer Road, a county road, in Sandusky County, Ohio, intersects the route to be traversed by Ohio Turnpike Project No. 1, hereinafter called "the turnpike"; and

WHEREAS §1206 of the Ohio General Code provides for the relocation of any portion of any public road upon the Commission's finding that it is necessary to change the location thereof;

NOW, THEREFORE, BE IT

RESOLVED that the Commission, having duly and fully considered the same, finds it necessary to change the location of that portion of Balsizer Road, Riley Township, Sandusky County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 838+45 and which extends from a point at the centerline intersection of Balsizer Road-Beck Road to a point approximately 1210 feet east of said intersection with Beck Road; and

FURTHER RESOLVED that the Secretary of the Commission be, and hereby is, instructed to transmit a certified copy of this resolution to the Board of County Commissioners of Sandusky County, Ohio."

Resolution No. 206-1953

"WHEREAS a portion of Pearson Road, a county road, in Sandusky County, Ohio, intersects the route to be traversed by Ohio Turnpike Project No. 1, hereinafter called "the turnpike"; and

WHEREAS §1206 of the Ohio General Code provides for the relocation of any portion of any public road upon the Commission's finding that it is necessary to change the location thereof;

NOW, THEREFORE, BE IT

RESOLVED that the Commission, having duly and fully considered the same, finds it necessary to change the location of that portion of Pearson Road, Townsend Township, Sandusky County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 995+07 and which extends from a point a distance of 270.54 feet south of said intersection with Ohio Turnpike Project No. 1 to the centerline intersection of Pearson Road with Fuller Road; and

FURTHER RESOLVED that the Secretary of the Commission be, and hereby is, instructed to transmit a certified copy of this resolution to the Board of County Commissioners of Sandusky County, Ohio."

Resolution No. 207-1953

"WHEREAS a portion of Garden Road, a county road, in Lucas County, Ohio, intersects the route to be traversed by Ohio Turnpike Project No. 1, hereinafter called "the turnpike"; and

WHEREAS §1206 of the Ohio General Code provides for the relocation of any portion of any public road upon the Commission's finding that it is necessary to change the location thereof;

NOW, THEREFORE, BE IT

RESOLVED that the Commission, having duly and fully considered the same, finds it necessary to change the location of that portion of Garden Road, Monclova Township, Lucas

County, Ohio, the centerline of which extends from a point 333.68 feet southwesterly from the centerline intersection of Garden Road with Eber Road to a point 1517.23 feet Southeasterly from the centerline intersection of Garden Road with Toledo-Wauseon Road, State Route No. 2; and

FURTHER RESOLVED that the Secretary of the Commission be, and hereby is, instructed to transmit a certified copy of this resolution to the Board of County Commissioners of Lucas County, Ohio. "

Resolution No. 208-1953

" WHEREAS a portion of Orgontz Street, in Lucas County, Ohio, intersects the route to be traversed by Ohio Turnpike Project No. 1, hereinafter called "the turnpike"; and

WHEREAS §1206 of the Ohio General Code provides for the relocation of any portion of any public road upon the Commission's finding that it is necessary to change the location thereof;

NOW, THEREFORE, BE IT

RESOLVED that the Commission, having duly and fully considered the same, finds it necessary to change the location of a portion of Ogontz Street, Adams Township, Lucas County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 716 + 68 and which extends from a point at the centerline intersection of Ogontz Street-Crystal Avenue to a point 473.44 feet northwesterly from said intersection with Crystal Avenue; and

FURTHER RESOLVED that the Secretary of the Commission be, and hereby is, instructed to transmit a certified copy of this resolution to the Board of County Commissioners of Lucas County, Ohio. "

Resolution No. 209

" WHEREAS a portion of Scott Street, in Lucas County, Ohio, intersects the route to be traversed by Ohio Turnpike Project No. 1, hereinafter called "the turnpike"; and

WHEREAS §1206 of the Ohio General Code provides for the relocation of any portion of any public road upon the Commission's finding that it is necessary to change the location thereof;

NOW, THEREFORE, BE IT

RESOLVED that the Commission, having duly and fully considered the same, finds it necessary to change the location of that portion of Scott Street, Adams Township, Lucas County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 693+51 and which extends from a point at the centerline intersection of Scott Street with Stengel Avenue to a point 1082.81 feet northwesterly from said intersection with Stengel Avenue; and

FURTHER RESOLVED that the Secretary of the Commission be, and hereby is, instructed to transmit a certified copy of this resolution to the Board of County Commissioners of Lucas County, Ohio!"

Resolution No. 210-1953

"WHEREAS a portion of Darby-Ottokee Road, a county road, in Fulton County, Ohio, intersects the route to be traversed by Ohio Turnpike Project No. 1, hereinafter called "the turnpike"; and

WHEREAS §1206 of the Ohio General Code provides for the relocation of any portion of any public road upon the Commission's finding that it is necessary to change the location thereof;

NOW, THEREFORE, BE IT

RESOLVED that the Commission, having duly and fully considered the same, finds it necessary to change the location of that portion of Darby-Ottokee Road, Franklin Township, Fulton County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 6+15 and which extends from a point at the centerline intersection of Darby-Ottokee Road with the Fulton-Williams County Line to a point approximately 1060 feet easterly from said intersection with the Fulton-Williams County Line; and

FURTHER RESOLVED that the Secretary of the Commission be, and hereby is, instructed to transmit a certified copy of this resolution to the Board of County Commissioners of Fulton County, Ohio. "

Resolution No. 211-1953

" WHEREAS a portion of Geesey-Roth Road, a county road, in Fulton County, Ohio, intersects the route to be traversed by Ohio Turnpike Project No. 1, hereinafter called "the turnpike"; and

WHEREAS §1206 of the Ohio General Code provides for the relocation of any portion of any public road upon the Commission's finding that it is necessary to change the location thereof;

NOW, THEREFORE, BE IT

RESOLVED that the Commission, having duly and fully considered the same, finds it necessary to change the location of that portion of Geesey-Roth Road, Franklin Township, Fulton County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 79+98 and which extends from a point at the centerline intersection of Geesey-Roth Road with Rueger-Shetler Road to a point 1467.4 feet west of said intersection with Rueger-Shetler Road; and

FURTHER RESOLVED that the Secretary of the Commission be, and hereby is, instructed to transmit a certified copy of this resolution to the Board of County Commissioners of Fulton County, Ohio."

Resolution No. 212-1953

WHEREAS a portion of Boston Mills Road, a county road, in Summit County, Ohio, intersects the route to be traversed by Ohio Turnpike Project No. 1, hereinafter called "the turnpike"; and

WHEREAS §1206 of the Ohio General Code provides for the relocation of any portion of any public road upon the Commission's finding that it is necessary to change the location thereof;

NOW, THEREFORE, BE IT

RESOLVED that the Commission, having duly and fully considered the same, finds it necessary to change the location of that portion of Boston Mills Road, Boston Township, Summit County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 318+79 and which extends from a point approximately 530 feet Northwesterly from said intersection to a point approximately 930 feet southeasterly from said intersection;

and

FURTHER RESOLVED that the Secretary of the Commission be, and hereby is, instructed to transmit a certified copy of this resolution to the Board of County Commissioners of Summit County, Ohio. "

Resolution No. 213-1953

"WHEREAS a portion of Boston Mills Road, a county road, in Summit County, Ohio, intersects the route to be traversed by Ohio Turnpike Project No. 1, hereinafter called "the turnpike"; and

WHEREAS §1206 of the Ohio General Code provides for the relocation of any portion of any public road upon the Commission's finding that it is necessary to change the location thereof;

NOW, THEREFORE, BE IT

RESOLVED that the Commission, having duly and fully considered the same, finds it necessary to change the location of that portion of Boston Mills Road, Richfield Township, Summit County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 106 + 84.19 and which extends from a point approximately 556.39 feet east of the centerline intersection of Boston Mills Road with Black Road in a westerly direction 1507.35 feet more or less to a point approximately 950.96 feet west of the centerline intersection of Boston Mills Road with Black Road; and

FURTHER RESOLVED that the Secretary of the Commission be, and hereby is, instructed to transmit a certified copy of this resolution to the Board of County Commissioners of Summit County, Ohio."

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

Ayes, Teagarden, McKay, Allen, Linzell, Shocknessy.

Nays, None.

The Chairman declared the resolutions adopted.

The General Counsel then presented a form of resolution whereby the Chairman would be authorized to execute and deliver on behalf of the Commission documents embodying a contract with the Land Title Guarantee & Trust Company. Mr. John Lansdale, Jr. of Squire, Sanders & Dempsey, stated that in his opinion the proposed contract was in compliance with the opinion of Judge Harter in the recent decision of the Court of Common Pleas in Franklin County, and that it omitted from its provisions those things which Judge Harter had found illegal in the existing contract with the Land Title Guarantee & Trust Company.

Resolution No. 214-1953, authorizing execution of contract for title guarantees and insurance was moved for adoption by Mr. McKay and seconded by Mr. Allen as follows:

WHEREAS there have been presented to this meeting documents embodying a form of contract between the Commission and The Land Title Guarantee & Trust Company;

WHEREAS the Commission is fully advised by General Counsel, and otherwise, concerning the same, and has duly considered them;

NOW, THEREFORE, BE IT

RESOLVED that the Chairman be, and he hereby is, authorized to execute and deliver the same on behalf of the Commission.

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

Ayes, McKay, Allen, Teagarden, Linzell, Shocknessy.

Nays, none.

The Chairman declared the resolution adopted.

The General Counsel then presented thirteen recommended forms of resolutions by which the Commission would declare the necessity for appropriating various parcels of property therein designated and described. He stated that in each of the thirteen

cases the Commission's negotiators had endeavored without success to agree with the owners of the land as to the compensation to be paid therefor. He presented to the Commission written recommendations signed by himself, by the Chief Engineer and by the Chief of the Right-of-Way Section with respect to each of the thirteen cases.

Resolutions Nos. 215-1953, 216-1953, 217-1953, 218-1953, 219-1953, 220-1953, 221-1953, 222-1953, 223-1953, 224-1953, 225-1953, 226-1953 and 227-1953, each declaring the necessity of appropriating certain property and directing that proceedings to effect such appropriation be begun and prosecuted were moved for adoption by Mr. Linzell and seconded by Mr. McKay as follows:

Resolution No. 215-1953

"RESOLVED that the Commission has endeavored for a reasonable time to agree with the owner or owners of the property described herein as to the compensation to be paid therefor, but has been unable to agree with said owner or owners, and said property is needed for the construction and efficient operation of the Ohio Turnpike Project No. 1, and

BE IT FURTHER RESOLVED that proceedings be begun and prosecuted to effect the appropriation of the following-described property, and the easements, rights, and restrictions hereinafter described, from the following-named owner or owners and persons having interests therein, to-wit:

<u>Owner(s)</u>	<u>Place of Residence</u>
George F. Ross	R. F. D. #2 Newton Falls, Ohio
Virginia E. Ross	R. F. D. #2 Newton Falls, Ohio
The First National Bank	Garrettsville, Ohio
County Auditor of Trumbull County	Trumbull County Court House Warren, Ohio
County Treasurer of Trumbull	Trumbull County Court House Warren, Ohio

The aforementioned property to be appropriated as follows:

Parcel No. 173-J -- Fee Simple

Situated in the Township of Braceville, County of Trumbull and State of Ohio and known as being part of Original Braceville Township Sections Nos. 18 and 19 and bounded and described as follows:

Beginning on the Easterly line of land conveyed to Clellan B. Smith by deed dated July 23, 1946 and recorded in Volume 501, page 347 of Trumbull County Deed Records at its intersection with a line drawn parallel to and distant 155 feet Southwesterly, measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 11, page 80 of Trumbull County Map Records; thence Northerly along the Easterly line of land so conveyed to Clellan B. Smith to its intersection with a line drawn parallel to and distant 170 feet Northeasterly, measured on a line normal to said center line of Ohio Turnpike Project No. 1; thence Southeasterly along said parallel line to its intersection with the Westerly line of land conveyed to The Lake Erie, Alliance and Wheeling Railroad Company, by deed dated April 22, 1941 and recorded in Volume 429, page 425 of Trumbull County Deed Records; thence Southerly along the Westerly line of land so conveyed to said Railroad Company to the Southwesterly corner thereof; thence Easterly along the Southerly line of land so conveyed to said Railroad Company to its intersection with a line drawn parallel to and distant 170 feet Northeasterly, measured on a line normal to said center line of Ohio Turnpike Project No. 1; thence Southeasterly along said parallel line to its intersection with the Westerly line of land conveyed to Lula Barnes by deed dated May 28, 1945 and recorded in Volume 461, page 368 of Trumbull County Deed Records; thence Southerly along the Westerly line of land so conveyed to Lula Barnes to its intersection with a line drawn parallel to and distant 155 feet Southwesterly, measured on a line normal to said center line of Ohio Turnpike Project No. 1; thence Northwesterly along said parallel line to the place of beginning.

The aforementioned rights and restrictions to be appropriated are as follows:

First: Any and all abutters' rights, including access rights, appurtenant to any remaining portion of the lands of said owner or owners of which the above-described real estate shall have formed a part prior hereto, in, over, or to the

above-described real estate, including such rights to any turnpike constructed thereon.

Second: All rights to erect on any of the aforesaid remaining lands any billboard, sign, notice, poster, or other advertising device which would be visible from the travelway of Ohio Turnpike Project No. 1, and which is not now upon said lands."

Resolution No. 216-1953

"RESOLVED that the Commission has endeavored for a reasonable time to agree with the owner or owners of the property described herein as to the compensation to be paid therefor, but has been unable to agree with said owner or owners, and said property is needed for the construction and efficient operation of the Ohio Turnpike Project No. 1, and

BE IT FURTHER RESOLVED that proceedings be begun and prosecuted to effect the appropriation of the following-described property, and the easements, rights, and restrictions hereinafter described, from the following-named owner or owners and persons having interests therein, to-wit:

<u>Owner(s)</u>	<u>Place of Residence</u>
Elsworth H. Sherwood	19015 Shaker Boulevard Shaker Heights, Ohio
Helen S. Sherwood	19015 Shaker Boulevard Shaker Heights, Ohio
William Van Valey	R. D. #3 Mantua, Ohio
The East Ohio Gas Company	105 E. Sixth Street Cleveland, Ohio
Kent National Bank	Kent, Ohio
County Auditor of Portage County	Portage County Court House Ravenna, Ohio
County Treasurer of Portage County	Portage County Court House Ravenna, Ohio

The aforementioned property to be appropriated is described as follows:

Parcel No. 160-E -- Fee Simple

Situated in the Township of Shalersville, County of Portage and State of Ohio and known as being part of Original Shalersville Township Lots Nos. 74 and 75 and bounded and described as follows:

Beginning at a point on the centerline of Beck Road, said centerline being the Easterly line of land conveyed to Elsworth H. Sherwood and Helen S. Sherwood by deed dated January 25, 1952 and recorded in Volume 516, Page 153 of Portage County Deed Records, at its intersection with a line parallel to, and distant 290 feet Northeasterly of, measured on a line normal to, the centerline of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 8, Page 14 of Portage County Map Records; thence Northwesterly along said parallel line to its intersection with the centerline of Coit Road, said centerline being also the Westerly line of land so conveyed to Elsworth H. Sherwood and Helen S. Sherwood, as aforesaid; thence Southeasterly along said Westerly line to its intersection with a line parallel to, and distant 205 feet Southwesterly of, measured on a line normal to, said Turnpike centerline; thence Southeasterly along said parallel line to its intersection with a line drawn Southerly at right angles from Station 363+00 on said Turnpike centerline; thence Northeasterly along said right-angled line 95 feet to its intersection with a line parallel to, and distant 110 feet Southwesterly of, measured on a line normal to, said Turnpike centerline; thence Southeasterly along said parallel line to its intersection with a line drawn Southerly at right angles from Station 365+00 on said centerline; thence Northeasterly along said right-angled line 15 feet to its intersection with a line parallel to, and distant 95 feet Southwesterly of, measured on a line normal to said centerline; thence Southeasterly along said parallel line to the centerline of Beck Road; thence Northwesterly along said centerline to the place of beginning.

Parcel No. 160-E(1) -- Permanent Easement for Highway Purposes.

Situated in the Township of Shalersville, County of Portage and State of Ohio and known as being part of Original Shalersville Township Lot No. 74 and bounded and described as follows:

Beginning on a line parallel to the centerline of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 8, Page 14 of Portage County Map Records, and distant Northerly therefrom 290.00 feet measured on a line normal to said centerline at its intersection with a line at right angles to said centerline at Station 353+65 on said centerline; thence Northerly along said right angle line 100.00 feet; thence Westerly along a line parallel to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 8, Pages 13 and 14 of Portage County Map Records, and distant Northerly therefrom 390.00 feet measured on a line normal to said centerline, 926.14 feet to its intersection with a line at right angles to the centerline of the proposed relocation of Coit Road, at Station 10+13.94 in said centerline hereinafter described; thence Southerly along said right angle line 30.00 feet; thence Northwesterly at a point 60.00 feet Northeasterly of said relocated centerline of Coit Road measured on a line normal to said centerline from Station 8+50 on said centerline; thence Northwesterly to the intersection with a line normal to said relocated centerline of Coit Road at Station 7+00 on said centerline; thence Southwesterly along said line normal to said relocated centerline and along the Southwesterly prolongation thereof to the centerline of Coit Road as now established; thence Southeasterly along said centerline of Coit Road as now established to its intersection with a line parallel to the centerline of Ohio Turnpike Project No. 1 and distant Northerly therefrom 290.00 feet measured on a line normal to said centerline; thence Easterly along said parallel line to the place of beginning. The centerline of the Proposed Relocation of Coit Road as hereinbefore referred to is bounded and described as follows:

Beginning in the centerline of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 8, Page 14 of Portage County Map Records at Station 352+96.87 in said centerline, said beginning point being Station 20+90 in said proposed centerline of Coit Road; thence Northerly along said proposed centerline of Coit Road at right angles to the centerline of Ohio Turnpike Project No. 1, 109.04 feet to a point of curve, said point of curve being Station 19+80.96; thence Northwesterly on a curve deflecting to the left 300.00 feet, said curve having a radius of 190.99 feet and a central angle of $90^{\circ} 00' 00''$ to a point of tangency at Station 16+80.96; thence Westerly along

a line tangent to last described curve, said line being parallel to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 8, Pages 13 and 14 of Portage County Map Records, 667.02 feet to a point of curve at Station 10+13.94; thence Northwesterly on a curve deflecting to the right 387.57 feet to a point of tangency in the existing established centerline of Coit Road at Station 6+26.37, said curve having a radius of 309.71 feet and a central angle of $71^{\circ} 42' 00''$.

Excepting therefrom so much of the above described premises within the bounds of Coit Road as now established.

Parcel No. 160-E(2) -- Permanent Easement for Highway Purposes.

Situated in the Township of Shalersville, County of Portage and State of Ohio and known as being part of Original Shalersville Township Lots Nos. 74 and 75, and being all that part of the lands described in the deed to Elsworth H. Sherwood and Helen S. Sherwood dated January 25, 1952, and recorded in Volume 516, Page 153 of Portage County Deed Records, and bounded and described as follows:

Beginning at a point distant 205 feet Southerly measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 8, Page 14 of Portage County Map Records, and distant 60 feet Westerly by rectangular measurement from a line drawn Southerly and normal to center line at Station 352+96.87 of said Ohio Turnpike Project No. 1; thence Easterly and parallel with the center line of said Ohio Turnpike Project No. 1 to a point distant 60 feet Easterly by rectangular measurement from a line drawn Southerly and normal to center line at Station 352+96.87 of said Ohio Turnpike Project No. 1; thence Southerly and parallel with said line drawn Southerly and normal to center line at Station 352+96.87 to the center line of State Highway Route No. 303; thence Westerly along the center line of said Route No. 303 to its intersection with the center line of Coit Road; thence Northwesterly along the center line of Coit Road to a point distant 60 feet Westerly by rectangular measurement from said line drawn Southerly and normal to center line at Station 352+96.87 of said Ohio Turnpike Project No. 1; thence Northerly in a direct line to the place of beginning.

Excepting therefrom so much of the above described premises within the bounds of State Highway Route No. 303 and Coit Road as now established.

The aforementioned rights and restrictions to be appropriated are as follows:

First: Any and all abutters' rights, including access rights, appurtenant to any remaining portion of the lands of said owner or owners of which the above-described real estate shall have formed a part prior hereto, in, over, or to the above-described real estate, including such rights to any turnpike constructed thereon.

Second: All rights to erect any billboard, sign, notice, poster, or other advertising device designed to attract the attention of travelers on Ohio Turnpike Project No. 1, upon any of the aforesaid remaining lands of the owners herein, which lands together with Ohio Turnpike Parcel No. 160-E are described by deed dated January 25, 1952 and recorded in Volume 516, Page 153 of Portage County Deed Records; provided that nothing herein shall prevent the erection upon said lands of billboards, signs, notices, posters, or other advertising devices which are so designed and located as primarily to attract the attention of travelers on any other highway, road, or street."

Resolution No. 217-1953

"RESOLVED that the Commission has endeavored for a reasonable time to agree with the owner or owners of the property described herein as to the compensation to be paid therefor, but has been unable to agree with said owner or owners, and said property is needed for the construction and efficient operation of the Ohio Turnpike Project No. 1, and

BE IT FURTHER RESOLVED that proceedings be begun and prosecuted to effect the appropriation of the following-described property, and the easements, rights, and restrictions hereinafter described, from the following-named owner or owners and persons having interests therein, to-wit:

<u>Owner(s)</u>	<u>Place of Residence</u>
Richard Wagener, Also known as Richard Wagner	1354 Sloane Avenue Lakewood, Ohio
Helen Wagener	1354 Sloane Avenue Lakewood, Ohio

<u>Owner(s)</u>	<u>Place of Residence</u>
Robert Ruff	7507 Camden Avenue Cleveland, Ohio
Marie Ruff Hennig, Guardian For Robert Ruff, Incompetent	7507 Camden Avenue Cleveland, Ohio
George Schumacher	392 Sprague Road Berea, Ohio
C. J. Young	392 Sprague Road Berea, Ohio
County Auditor of Cuyahoga County	Cuyahoga County Court House Cleveland, Ohio
County Treasurer of Cuyahoga County	Cuyahoga County Court House Cleveland, Ohio

The aforementioned property to be appropriated is described as follows:

Parcel No. 130-AA -- Fee Simple

Situated in the City of Berea, County of Cuyahoga and State of Ohio and known as being part of Original Middleburgh Township Section No. 25, and being all that part of the lands described in the deed to Richard Wagener, acknowledged December 30, 1942 and recorded in Volume 5891, Page 408 of Cuyahoga County Deed Records lying Northeasterly of a line drawn parallel to and distant 120 feet Southwesterly, measured on a line normal to the centerline of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 146, Page 29, of Cuyahoga County Map Records.

The aforementioned rights and restrictions to be appropriated are as follows:

First: Any and all abutters' rights, including access rights, appurtenant to any remaining portion of the lands of said owner or owners of which the above-described real estate shall have formed a part prior hereto, in, over, or to the above-described real estate, including such rights to any turnpike constructed thereon.

Second: All rights to erect on any of the aforesaid remaining lands any billboard, sign, notice, poster, or other advertising device which would be visible from the travelway of Ohio Turnpike Project No. 1, and which is not now upon said lands. "

Resolution No. 218-1953

"RESOLVED that the Commission has endeavored for a reasonable time to agree with the owner or owners of the property described herein as to the compensation to be paid therefor, but has been unable to agree with said owner or owners, and said property is needed for the construction and efficient operation of the Ohio Turnpike Project No. 1, and

BE IT FURTHER RESOLVED that proceedings be begun and prosecuted to effect the appropriation of the following-described property, and the easements, rights, and restrictions hereinafter described, from the following-named owner or owners and persons having interests therein, to-wit:

<u>Owner(s)</u>	<u>Place of Residence</u>
Nelson A. Groves	Jeffries Road, Maumee, O.
Flora Groves	Jeffries Road, Maumee, O.
The Federal Land Bank of Louisville	Louisville, Kentucky
County Auditor of Erie County	Erie County Court House Sandusky, Ohio
County Treasurer of Erie County	Erie County Court House Sandusky, Ohio

The aforementioned property to be appropriated is described as follows:

Parcel No. 99-C -- Fee Simple

Situated in the Township of Milan, County of Erie and State of Ohio and known as being part of Original Milan Township, K. Townsend 843 Acre Tract in Section No. 2, Town 5 North, Range 22 West and being all that part of the lands described in the deed to Nelson A. Groves, dated July 20, 1935 and recorded in Volume 157, Page 349 of Erie County Deed Records lying within a strip of land 270 feet wide between parallel lines, the Northerly line of said strip being parallel to and distant 130 feet Northerly, measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in

Volume 14, Page 6 of Erie County Map Records, and the Southerly line of said strip being parallel to and distant 140 feet Southerly, measured on a line normal to said center line.

Parcel No. 99-C(1) -- Permanent Easement for Highway Purposes.

Situated in the Township of Milan, County of Erie and State of Ohio and known as being part of Original Milan Township, K. Townsend 843 Acre Tract in Section No. 2, Town 5 North, Range 22 West and being all that part of the lands described in the deed to Nelson A. Groves, dated July 20, 1935 and recorded in Volume 157, Page 349 of Erie County Deed Records and bounded and described as follows:

Beginning on the Easterly line of Milan Township, said Easterly line being also the centerline of Wikel Road, (so-called) at its intersection with a line parallel to, and distant 130 feet Northerly of, measured on a line normal to the centerline of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 14, Page 6 of Erie County Map Records; thence Northerly along said Easterly line to a point 700 feet Northerly, measured along said Easterly line from its intersection with said Turnpike centerline; thence Westerly 30 feet on a line drawn at right angles to said Easterly line of Milan Township; thence Southerly in a direct line to its intersection with a line parallel to, and distant 130 feet Northerly of, measured on a line normal to said Turnpike centerline at a point 70 feet Westerly, measured along said parallel line from said Easterly line of Milan Township; thence Easterly along said parallel line to the place of beginning.

Excepting therefrom that portion thereof lying within the bounds of Wikel Road, as now established.

Parcel No. 99-C(2) -- Permanent Easement for Highway Purposes.

Situated in the Township of Milan, County of Erie and State of Ohio and known as being part of Original Milan Township, K. Townsend 843 Acre Tract in Section No. 2, Town 5 North, Range 22 West and being all that part of the lands described in the deed to Nelson A. Groves, dated July 20, 1935

and recorded in Volume 157, Page 349 of Erie County Deed Records and bounded and described as follows:

Beginning on the Easterly line of Milan Township, said Easterly line being also the centerline of Wikel Road, (so-called) at a point 560 feet Southerly, measured along said Easterly line from its intersection with the centerline of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 14, Page 6 of Erie County Map Records; thence Westerly on a line at right angles to said Easterly line of Milan Township 30 feet to a point; thence Northwesterly to a point 80 feet Westerly, measured at right angles from said Easterly line of Milan Township at a point 275 feet Southerly, measured along said Easterly line from its intersection with said Turnpike centerline; thence Westerly on a straight line to a point 215 feet Southerly, measured on a line normal to said Turnpike centerline at Station 835 +30; thence Westerly on a straight line to a point 215 feet Southerly, measured on a line normal to said Turnpike centerline at Station 833+ 95 ; thence Southwesterly on a straight line to a point 230 feet Southerly, measured on a line normal to said Turnpike centerline at Station 832+65; thence Southwesterly on a straight line to a point 255 feet Southerly, measured on a line normal to said Turnpike centerline at Station 831+75; thence Southwesterly on a straight line to a point 295 feet Southerly, measured on a line normal to said Turnpike centerline at Station 830+65; thence Northwesterly on a straight line to a point 250 feet Southerly, measured on a line normal to said Turnpike centerline at Station 830+45; thence Northerly along said line normal to said Turnpike centerline to its intersection with a line parallel to, and distant 140 feet Southerly of, measured on a line normal to said Turnpike centerline; thence Easterly along said parallel line to its intersection with the Easterly line of Milan Township; thence Southerly along said Easterly line to the place of beginning.

Excepting therefrom that portion thereof lying within the bounds of Wikel Road, as now established.

Parcel No. 99-C(3) -- Temporary Easement for Detour Road.

Situated in the Township of Milan, County of Erie and

and State of Ohio and known as being part of Original Milan Township, K. Townsend 843 Acre Tract in Section No. 2, Town 5 North, Range 22 West and being all that part of the lands described in the deed to Nelson A. Groves, dated July 20, 1935 and recorded in Volume 157, Page 349 of Erie County Deed Records and bounded and described as follows:

Beginning on the Easterly line of Milan Township, said Easterly line being also the centerline of Wikel Road, (so-called) at a point distant 850 feet Northerly, measured along said Easterly line from its intersection with the centerline of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 14, Page 6 of Erie County Map Records; thence Southerly along said Easterly line 150 feet; thence Westerly on a line drawn at right angles to said Easterly line 30 feet to a point; thence Southerly in a direct line to a point 70 feet Westerly from said Easterly line of Milan Township, measured on a line drawn parallel to and distant 130 feet Northerly of, measured on a line normal to said Turnpike centerline; thence Westerly along said parallel line to a point 260 feet Westerly, measured at right angles, from said Easterly line of Milan Township; thence Northeasterly to a point 130 feet Westerly, measured at right angles, from said Easterly line at a point 365 feet Northerly, measured along said Easterly line from its intersection with said Turnpike centerline; thence Northerly on a line parallel to said Easterly line 485 feet to a point; thence Easterly on a line at right angles to said Easterly line of Milan Township 130 feet to the place of beginning.

Excepting therefrom that portion thereof lying within the bounds of Wikel Road, as now established.

Parcel No. 99-C(5) -- Permanent Easement for Drainage Purposes.

Situated in the Township of Milan, County of Erie and State of Ohio and known as being part of Original Milan Township, K. Townsend 843 Acre Tract in Section No. 2, Town 5 North, Range 22 West and being all that part of the lands described in the deed to Nelson A. Groves, dated July 20, 1935 and recorded in Volume 157, Page 349 of Erie County Deed Records and bounded and described as follows:

Beginning at a point distant 285 feet Southerly as measured on a line normal to center line station 837+50 of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 14, Page 6 of Erie County Map Records; thence Easterly on a line drawn parallel to the center line of said Turnpike to its intersection with a line drawn between a point distant 80 feet Westerly by rectangular

measurement from a point on the center line of Wikel Road (so-called) 275 feet Southerly, as measured along said center line from its intersection with the center line of said Turnpike and a point distant 30 feet Westerly by rectangular measurement from a point on the center line of said Wikel Road 560 feet Southerly as measured along said center line from its intersection with the center line of said Turnpike; thence Northwesterly in a direct line to a point distant 80 feet Westerly by rectangular measurement from a point on the center line of said Wikel Road, 275 feet Southerly, as measured along said center line from its intersection with the center line of said Turnpike; thence Westerly on a direct line to its intersection with a line normal to said Turnpike centerline at Station 837+50, said direct line terminating at a point 215 feet Southerly, measured on a line normal to said Turnpike centerline at Station 835+30; thence Southerly along said line normal to said Turnpike centerline at Station 837+50, to the place of beginning.

The aforementioned rights and restrictions to be appropriated are as follows:

First: Any and all abutters' rights, including access rights, appurtenant to any remaining portion of the lands of said owner or owners of which the above-described real estate shall have formed a part prior hereto, in, over, or to the above-described real estate, including such rights to any turnpike constructed thereon.

Second: All rights to erect on any of the aforesaid remaining lands any billboard, sign, notice, poster, or other advertising device which would be visible from the travelway of Ohio Turnpike Project No. 1, and which is not now upon said lands."

Resolution No. 219-1953

"RESOLVED that the Commission has endeavored for a reasonable time to agree with the owner or owners of the property described herein as to the compensation to be paid therefor, but has been unable to agree with said owner or owners, and said property is needed for the construction

and efficient operation of the Ohio Turnpike Project No. 1, and

BE IT FURTHER RESOLVED that proceedings be begun and prosecuted to effect the appropriation of the following-described property, and the easements, rights, and restrictions hereinafter described, from the following-named owner or owners and persons having interests therein, to-wit:

<u>Owner(s)</u>	<u>Place of Residence</u>
Alfred Waggoner	R. R. #1, Lindsey, Ohio
Emma Lenora Waggoner	R. R. #1, Lindsey, Ohio
Bradford Supply Company	Bradford, Pennsylvania
The Lindsey Banking Company of Lindsey, Ohio	Lindsey, Ohio
County Auditor of Sandusky County	Sandusky County Court House, Fremont, Ohio
County Treasurer of Sandusky County	Sandusky County Court House, Fremont, Ohio

The aforementioned property to be appropriated is described as follows:

Parcel No. 71-A - 72-C -- Fee Simple

Situated in the Township of Washington, County of Sandusky and State of Ohio and known as being part of Original Washington Township Section No. 1, Town 5 North, Range 14 East and being all that part of the lands described in the deed to Alfred Waggoner, dated August 9, 1929 and recorded in Volume 126, page 335 of Sandusky County Deed Records lying within a strip of land 280 feet wide between parallel lines, the Northeasterly line of said strip being parallel to and distant 130 feet Northeasterly, measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plats recorded in Volume 9, pages 2 and 3 of Sandusky County Map Records, and the Southwesterly line of said strip being parallel to and distant 150 feet Southwesterly, measured on a line normal to said center line.

Parcel No. 71-A-72-C(2) -- Permanent Easement for Drainage Purposes.

Situated in the Township of Washington, County of Sandusky and State of Ohio and known as being part of Original Washington Township Section No. 1, Town 5 North, Range 14 East and being all that part of the lands described in the deed to Alfred Waggoner, dated August 9, 1929 and recorded in Volume 126, Page 335 of Sandusky County Deed Records bounded as follows:

On the Northeasterly side by a line drawn parallel to and distant 150 feet Southwesterly of, measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plats recorded in Volume 9, pages 2 and 3 of Sandusky County Map Records; on the Southwesterly side by a line drawn parallel to and distant 300 feet Southwesterly of, measured on a line normal to the said center line; on the Northwesterly side by a line drawn normal, Southwesterly, from the center line at Station 285+50 on the said center line; on the Southeasterly side by a line drawn normal, Southwesterly, from the center line at Station 288+00.

Parcel No. 71-A - 72-C(3) -- Permanent Easement for Drainage Purposes.

Situated in the Township of Washington, County of Sandusky and State of Ohio and known as being part of Original Washington Township Section No. 1, Town 5 North, Range 14 East and being all that part of the lands described in the deed to Alfred Waggoner, dated August 9, 1929 and recorded in Volume 126, page 335 of Sandusky County Deed Records bounded as follows:

On the Northeasterly side by a line drawn parallel to and distant 250 feet Northeasterly of, measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plats recorded in Volume 9, pages 2 and 3 of Sandusky County Map Records; on the Southwesterly side by a line drawn parallel to and distant 130 feet Northeasterly of, measured on a line normal to said center line; on the Northwesterly side by a line drawn normal Northeasterly, from the said center line at Station 284+00; on the Southeasterly side by a line drawn normal Northeasterly, from the said center line at Station 288+00.

The aforementioned rights and restrictions to be appropriated are as follows:

First: Any and all abutters' rights, including access rights, appurtenant to any remaining portion of the lands of said owner or owners of which the above-described real estate shall have formed a part prior hereto, in, over, or to the above-described real estate, including such rights to any turnpike constructed thereon.

Second: All rights to erect on any of the aforesaid remaining lands any billboard, sign, notice, poster, or other advertising device which would be visible from the travelway of Ohio Turnpike Project No. 1, and which is not now upon said lands."

Resolution No. 220-1953

"RESOLVED that the Commission has endeavored for a reasonable time to agree with the owner or owners of the property described herein as to the compensation to be paid therefor, but has been unable to agree with said owner or owners, and said property is needed for the construction and efficient operation of the Ohio Turnpike Project No. 1, and

BE IT FURTHER RESOLVED that proceedings be begun and prosecuted to effect the appropriation of the following-described property, and the easements, rights, and restrictions hereinafter described, from the following-named owner or owners and persons having interests therein, to-wit:

<u>Owner(s)</u>	<u>Place of Residence</u>
George Britenburg	R. F. D. #1, Vickery, Ohio
Emma Britenburg	R. F. D. #1, Vickery, Ohio
County Auditor of Sandusky County	Sandusky County Court House, Fremont, Ohio
County Treasurer of Sandusky County	Sandusky County Court House, Fremont, Ohio

The aforementioned property to be appropriated is described as follows:

Parcel No. 81-C -- Fee Simple

Situated in the Township of Riley, County of Sandusky and State of Ohio and known as being part of Original Riley

Township Section No. 25, Town 5 North, Range 12 East and being all that part of the lands described in the deed to George Britenburg, dated September 25, 1918 and recorded in Volume 110, page 301 of Sandusky County Deed Records lying within a strip of land 240 feet wide between parallel lines, the Northeasterly, measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 9, page 21 of Sandusky County Map Records, and the Southwesterly line of said strip being parallel to and distant 130 feet Southwesterly, measured on a line normal to said center line.

Parcel No. 81-C(1) -- Permanent Easement for Highway Purposes.

Situated in the Township of Riley, County of Sandusky and State of Ohio and known as being part of Original Riley-Township Section No. 25, Town 5 North, Range 12 East and being all that part of the lands described in the deed to George Britenburg, dated September 25, 1918 and recorded in Volume 110, page 301 of Sandusky County Deed Records bounded and described as follows:

Course 1. Beginning on a line drawn parallel to, and distant 130 feet Southerly, measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 9, page 21 of Sandusky County Map Records, at its intersection with a line normal to said center-line at Station 916+10; thence Southerly in a direct line forming an angle of 72° in the Southeast Quadrant with said parallel line, 265 feet to a point;

Course 2. Thence Easterly at right angles to Course No. 1, 70 feet to a point;

Course 3. Thence Northerly parallel to Course No. 1 and 70 feet distant Easterly therefrom to the intersection with a line drawn parallel with and distant 130 feet Southerly by normal measurement from said center line of Ohio Turnpike Project No. 1;

Course 4. Thence Westerly along said parallel line to the place of beginning.

The aforementioned rights and restrictions to be appropriated are as follows:

First: Any and all abutters' rights, including access rights, appurtenant to any remaining portion of the lands of said

owner or owners of which the above-described real estate shall have formed a part prior hereto, in, over, or to the above-described real estate, including such rights to any turnpike constructed thereon.

Second: All rights to erect on any of the aforesaid remaining lands any billboard, sign, notice, poster, or other advertising device which would be visible from the travelway of Ohio Turnpike Project No. 1, and which is not now upon said lands."

Resolution No. 221-1953

"RESOLVED that the Commission has endeavored for a reasonable time to agree with the owner or owners of the property described herein as to the compensation to be paid therefor, but has been unable to agree with said owner or owners, and said property is needed for the construction and efficient operation of the Ohio Turnpike Project No. 1, and

BE IT FURTHER RESOLVED that proceedings be begun and prosecuted to effect the appropriation of the following-described property, and the easements, rights, and restrictions hereinafter described, from the following-named owner or owners and persons having interests therein, to-wit:

<u>Owner(s)</u>	<u>Place of Residence</u>
Henry Schulte	R. F. D. #1, Woodville, Ohio
Anna Mary Augusta Schulte	R. F. D. #1, Woodville, Ohio
County Auditor of Ottawa County	Ottawa County Court House Port Clinton, Ohio
County Treasurer of Ottawa County	Ottawa County Court House Port Clinton, Ohio

The aforementioned property to be appropriated is described as follows:

Parcel No. 61-J -- Fee Simple

Situated in the Township of Clay, County of Ottawa and State of Ohio and known as being part of Original Clay Township Section No. 6, Town 6 North, Range 13 East, and being all that part of the lands described in the deed to Henry Schulte and Anna Mary Augusta Schulte, dated June 14, 1948 and recorded in Volume 141, Page 139 of Ottawa County Deed Records lying within a strip of land 210 feet wide between parallel lines, the Northeasterly line of said strip being parallel to and distant 105 feet Northeasterly measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 8, Pages 25A and 26A of Ottawa County Map Records, and the Southwesterly line of said strip being parallel to and distant 105 feet Southwesterly measured on a line normal to said center line, containing about 6.91 acres of land.

Parcel No. 61-J(5) -- Permanent Easement for Highway Purposes.

Situated in the Township of Clay, County of Ottawa and State of Ohio and known as being part of Original Clay Township Section No. 6, Town 6 North, Range 13 East and bounded and described as follows:

Beginning on the Easterly line of said Section No. 6, said Easterly line being also the centerline of Billman Road (so-called) at a point distant 789.05 feet Southerly, measured along said Easterly line from its intersection with the centerline of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 8, page 25A of Ottawa County Map Records; thence Westerly on a line at right angles to said Easterly line 30 feet to a point; thence Northwesterly on a straight line to a point 50 feet Westerly, measured at right angles, from said Easterly line of Section No. 6, at a point 739.05 feet Southerly, measured along said Easterly line from its intersection with said Turnpike centerline; thence Northerly 150 feet on a line parallel to, and distant 50 feet Westerly of, measured at right angles to said Easterly line; thence Northwesterly on a "straight line" to its intersection with a Northerly line of land described in the deed to Henry Schulte and Anna Mary Augusta Schulte, dated June 14, 1948 and recorded in Volume 141, page 139 of Ottawa County Deed Records, said "straight line" if prolonged terminating at a point 85 feet Westerly, measured at right angles, from said Easterly line of Section No. 6 at a point distant 239.05 feet Southerly, measured along said Easterly line from its intersection with said Turnpike centerline; thence Easterly along

said Northerly line of land described in said deed to Henry Schulte and Anna Mary Augusta Schulte to its intersection with said Easterly line of Section No. 6; thence Southerly along said Easterly line to the place of beginning.

Excepting therefrom that portion thereof lying within the bounds of Billman Road, as now established.

Parcel No. 61-J(6) -- Temporary Construction Easement.

Situated in the Township of Clay, County of Ottawa and State of Ohio and known as being part of Original Clay Township Section No. 6, Town 6 North, Range 13 East and bounded and described as follows:

Beginning on the Easterly line of said Section No. 6, said Easterly line being also the centerline of Billman Road (so-called), at a point distant 689.05 feet Southerly, measured along said Easterly line from its intersection with the centerline of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 8, page 25A of Ottawa County Map Records; thence Westerly at right angles to said Easterly line 50 feet to the principal place of beginning of the premises herein intended to be described; thence Northerly on a line parallel to said Easterly line of Section No. 6, 100 feet to a point; thence Northwesterly on a "straight line" to a Northerly line of land described in the deed to Henry Schulte and Anna Mary Augusta Schulte, dated June 14, 1948 and recorded in Volume 141, page 139 of Ottawa County Deed Records, said "straight line" if prolonged, terminating at a point 85 feet Westerly, measured at right angles, from said Easterly line of Section No. 6 at a point 239.05 feet Southerly, measured along said Easterly line from its intersection with said Turnpike centerline; thence Westerly along said Northerly line of land described in said deed to Henry Schulte and Anna Mary Augusta Schulte to its intersection with a line parallel to, and distant 125 feet Westerly of, measured at right angles to said Easterly line of Section No. 6; thence Southerly along said parallel line to a point 125 feet Westerly, measured at right angles, from said Easterly line at a point distant 439.05 feet Southerly, measured along said Easterly line from its intersection with said Turnpike centerline; thence Easterly on a line at right angles to said Easterly line, 35 feet to a point; thence Southerly on a straight line to a point 65 feet Westerly, measured at right angles, from said Easterly line at a point distant 689.05 feet Southerly, measured along said Easterly line from its intersection with said Turnpike centerline; thence Easterly at right angles to said Easterly line 15 feet to the principal place of beginning. 1063.

The aforementioned rights and restrictions to be appropriated are as follows:

First: Any and all abutters' rights, including access rights, appurtenant to any remaining portion of the lands of said owner or owners of which the above-described real estate shall have formed a part prior hereto, in, over, or to the above-described real estate, including such rights to any turnpike constructed thereon.

Second: All rights to erect on any of the aforesaid remaining lands any billboard, sign, notice, poster, or other advertising device which would be visible from the travelway of Ohio Turnpike Project No. 1, and which is not now upon said lands."

Resolution No. 222-1953

"RESOLVED that the Commission has endeavored for a reasonable time to agree with the owner or owners of the property described herein as to the compensation to be paid therefor, but has been unable to agree with said owner or owners, and said property is needed for the construction and efficient operation of the Ohio Turnpike Project No. 1, and

BE IT FURTHER RESOLVED that proceedings be begun and prosecuted to effect the appropriation of the following-described property, rights, and restrictions hereinafter described, from the following-named owner or owners and persons having interests therein, to-wit:

<u>Owner(s)</u>	<u>Place of Residence</u>
George E. Hansen	Route #1, Walbridge, Ohio
Lillie Hansen	Route #1, Walbridge, Ohio
The Farmers Savings Bank of Stony Ridge, Ohio	Stony Ridge, Ohio
The County Auditor of Wood County	Wood County Court House Bowling Green, Ohio

The aforementioned property to be appropriated is described as follows:

Parcel No. 56-A - 57-E(1) -- Fee Simple

Situated in the Township of Lake, County of Wood and State of Ohio and known as being part of Original Lake Township Section No. 29, Town 7 North, Range 12 East and bounded as follows:

On the North by a line parallel to, and distant 150 feet North-easterly of, measured on a line normal to the centerline of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 10, Page 69 of Wood County Map Records;

On the South by a line parallel to, and distant 150 feet Southwesterly of, measured on a line normal to said Turnpike centerline;

On the West by the Westerly line of said Lake Township Section No. 29;

On the East by the Westerly right-of-way line of the New York Central Railroad.

Parcel No. 56-A - 57-E(2) -- Fee Simple

Situated in the Township of Lake, County of Wood and State of Ohio and known as being part of Original Lake Township Section No. 29, Town 7 North, Range 12 East and bounded as follows:

On the North by a line parallel to, and distant 150 feet Northeasterly of, measured on a line normal to the centerline of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 10, Page 69 of Wood County Map Records;

On the South by a line parallel to, and distant 150 feet Southwesterly of, measured on a line normal to said

Turnpike centerline;

On the West by the Easterly right-of-way line of the New York Central Railroad;

On the East by the Easterly line of the Northwest Quarter of said Lake Township Section No. 29;

The aforementioned rights and restrictions to be appropriated are as follows:

First: Any and all abutters' rights, including access rights, appurtenant to any remaining portion of the lands of said owner or owners of which the above-described real estate shall have formed a part prior hereto, in, over, or to the above-described real estate, including such rights to any turnpike constructed thereon.

Second: All rights to erect on any of the aforesaid remaining lands any billboard, sign, notice, poster, or other advertising device which would be visible from the travelway of Ohio Turnpike Project No. 1, and which is not now upon said lands."

Resolution No. 223-1953

"RESOLVED That the Commission has endeavored for a reasonable time to agree with the owner or owners of the property described herein as to the compensation to be paid therefor, but has been unable to agree with said owner or owners, and said property is needed for the construction and efficient operation of the Ohio Turnpike Project No. 1, and

BE IT FURTHER RESOLVED that proceedings be begun and prosecuted to effect the appropriation of the following-described property, and the easements, rights, and restrictions hereinafter described, from the following-named owner or owners and persons having interests therein, to-wit:

<u>Owner(s)</u>	<u>Place of Residence</u>
Bromain Sherman	3718 Harley Street Toledo, Ohio

<u>Owner(s)</u>	<u>Place of Residence</u>
Bertha L. Sherman	3718 Harley Street Toledo, Ohio
Alma Sherman	R. R. #3, Perrysburg, O.
Mary Sherman	R. R. #3, Perrysburg, O.
County Auditor of Wood County	Wood County Court House Bowling Green, Ohio
County Treasurer of Wood County	Wood County Court House, Bowling Green, Ohio

The aforementioned property to be appropriated is described as follows:

Parcel No. 58-C -- Fee Simple

Situated in the Township of Lake, County of Wood and State of Ohio and known as being part of Original Lake Township Section No. 33 Town 7 North-Range 12 East and being all that part of Parcel No. 1 of the lands described in the Affidavit of Transfer in the matter of the estate of Louis F. Sherman dated December 8, 1939 and recorded in Volume 250, Page 607 of Wood County Deed Records lying Northeasterly of a line drawn parallel to and distant 120 feet Southwesterly measured on a line normal to the centerline of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 10, Page 61 of Wood County Map Records.

Parcel No. 58-C(1) -- Permanent Easement for Highway Purposes.

Situated in the Township of Lake, County of Wood and State of Ohio and known as being part of Original Lake Township Section No. 33 Town 7 North-Range 12 East and bounded and described as follows:

Beginning on the Easterly line of parcel No. 1 of lands described in the Affidavit of Transfer in the matter of the Estate of Louis F. Sherman, dated Dcember 8, 1939 and recorded in Volume 250, Page 607 of Wood County Deed Records at its intersection with a line drawn parallel with the center line of Ohio Turnpike Project No. 1 as shown by

the plat recorded in Volume 10, Page 61 of Wood County Map Records, and distant 120 feet Southwesterly, measured along a line normal to said center line; thence Westerly and parallel with the center line of said Ohio Turnpike Project No. 1, to the Northerly line of land described as parcel No. 1 in the aforesaid Affidavit of Transfer; thence Westerly along the Northerly line of land so described as parcel No. 1, to a point distant 800 feet Westerly, measured along said Northerly line, from the Northeasterly corner thereof; thence Southerly at right angles with the last described line 20 feet; thence Easterly to a point distant 50 feet Southerly, by right angle measurement, from a point in the Northerly line of land described as parcel No. 1 as aforesaid, and distant 560 feet Westerly, measured along said Northerly line, from the Northeasterly corner thereof; thence Southeasterly, to a point distant 85 feet Southerly by right angle measurement from a point on the Northerly line of land described as parcel No. 1 as aforesaid, and distant 475 feet Westerly along said Northerly line, from the Northeasterly corner thereof; thence Southeasterly to a point distant 200 feet Southerly, by right angle measurement, from a point on the Northerly line of land described as parcel No. 1 as aforesaid, and distant 300 feet Westerly along said Northerly line from the Northeasterly corner thereof; thence Southeasterly to a point distant 245 feet Southerly, by right angle measurement, from a point on the Northerly line of land described as parcel No. 1 as aforesaid and distant 215 feet Westerly, along said Northerly line from the Northeasterly corner thereof; thence Southeasterly to a point distant 275 feet Southerly, by right angle measurement from a point on the Northerly line of land described as parcel No. 1 as aforesaid, and distant 100 feet Westerly, along said Northerly line from the Northeasterly corner thereof; thence Easterly and parallel with the Northerly line of land described as parcel No. 1 as aforesaid, 25 feet to its intersection with a line drawn parallel with the Easterly line of land described as parcel No. 1 as aforesaid, and distant 75 feet Westerly therefrom; thence Southerly and parallel with the Easterly line of land described as parcel No. 1, to a point distant 75 feet Westerly by right angle measurement, from a point on the Easterly line of land described as parcel No. 1 and distant 312.82 feet Southerly measured along said Easterly line and its Northerly prolongation from the center line of Ohio Turnpike Project No. 1 as aforesaid; thence Southerly

to a point distant 50 feet Westerly, by right angle measurement, from a point on the Easterly line of land described as parcel No. 1 and distant 412.82 feet Southerly measured along said Easterly line and its Northerly prolongation from the center line of Ohio Turnpike Project No. 1, as aforesaid; thence Southerly to a point distant 30 feet Westerly by right angle measurement from a point on the Easterly line of land described as parcel No. 1 and distant 712.82 feet Southerly measured along said Easterly line and its Northerly prolongation from the center line of Ohio Turnpike Project No. 1 as aforesaid; thence Southerly parallel with said Easterly line to a point distant 30 feet Westerly by right angle measurement from a point on the Easterly line of land described as Parcel No. 1 and distant 979.82 feet Southerly, measured along said Easterly line and its Northerly prolongation from said Turnpike centerline; thence Easterly along a line at right angles with the Easterly line of land described as parcel No. 1, 30 feet to said Easterly line; thence Northerly along said Easterly line to the place of beginning.

The aforementioned rights and restrictions to be appropriated are as follows:

First: Any and all abutters' rights, including access rights, appurtenant to any remaining portion of the lands of said owner or owners of which the above-described real estate shall have formed a part prior hereto, in, over, or to the above-described real estate, including such rights to any turnpike constructed thereon.

Second: All rights to erect on any of the aforesaid remaining lands any billboard, sign, notice, poster, or other advertising device which would be visible from the travelway of Ohio Turnpike Project No. 1, and which is not now upon said lands."

Resolution No. 224-1953

"RESOLVED that the Commission has endeavored for a reasonable time to agree with the owner or owners of the property described herein as to the compensation to be paid therefor, but has been unable to agree with said owner or owners, and said property is needed for the construction and efficient operation of the Ohio Turnpike Project No. 1, and

BE IT FURTHER RESOLVED that proceedings be begun and prosecuted to effect the appropriation of the following-described property, and the easements, rights, and restrictions hereinafter described, from the following-named owner or owners and persons having interests therein, to-wit:

<u>Owner(s)</u>	<u>Place of Residence</u>
Sadie Solether	1108 East Wooster Street Bowling Green, Ohio
County Auditor of Wood County	Wood County Court House Bowling Green, Ohio
County Treasurer of Wood County	Wood County Court House Bowling Green, Ohio

The aforementioned property to be appropriated is described as follows:

Parcel No. 58-E -- Fee Simple

Situated in the Township of Lake, County of Wood and State of Ohio and known as being part of Original Lake Township Section No. 28, Town 7 North, Range 12 East and being all that part of the lands described in the deed to Sadie Solether, dated January 16, 1934 and recorded in Volume 229, Page 397 of Wood County Deed Records lying within a strip of land 300 feet wide between parallel lines, the Northeasterly line of said strip being parallel to and distant 150 feet Northeasterly, measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 10, Pages 60 and 61 of Wood County Map Records, and the Southwesterly line of said strip

being parallel to and distant 150 feet Southwesterly, measured on a line normal to said center line.

Parcel No. 58-E(2) -- Permanent Easement for Drainage Purposes.

Situated in the Township of Lake, County of Wood and State of Ohio and known as being part of Original Lake Township Section No. 28, Town 7 North, Range 12 East and being all that part of the lands described in the deed to Sadie Solether, dated January 16, 1934 and recorded in Volume 229, Page 397 of Wood County Deed Records lying within a strip of land 80 feet wide, 40 feet on either side measured at right angles to the following described centerline:

Beginning on the centerline of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 10, Pages 60 and 61 of Wood County Map Records at Station 393+55, said centerline having a bearing of South $57^{\circ} 26' 55''$ East; thence South $59^{\circ} 33' 05''$ West on a line to its intersection with a line drawn parallel to, and distant 150 feet Southwesterly of, measured on a line normal to said Turnpike centerline, said point of intersection being the principal place of beginning of the centerline herein intended to be described; thence continuing South $59^{\circ} 33' 05''$ West, 100 feet.

Parcel No. 58-E(3) -- Permanent Easement for Drainage Purposes.

Situated in the Township of Lake, County of Wood and State of Ohio and known as being part of Original Lake Township Section No. 28, Town 7 North, Range 12 East and being all that part of the lands described in the deed to Sadie Solether, dated January 16, 1934 and recorded in Volume 229, Page 397 of Wood County Deed Records and known as being a strip of land 80 feet wide lying Northeast-erly of, a line drawn parallel to and distant 150 feet Northeast-erly, measured on a line normal to said center line of Ohio Turnpike Project No. 1, as shown by plats recorded in Volume 10, Pages 60 and 61 of Wood County Map Records, the center line of said strip of land bounded and described as follows:

Beginning on the center line of said Ohio Turnpike Project No. 1, as aforesaid, at Station 393+55; thence North-easterly forming an angle of 63° to the East, to the Northeast-erly line of said Ohio Turnpike Project No. 1, and the principal place of beginning; thence Northeast-erly along the last described line 100 feet.

The aforementioned rights and restrictions to be appropriated are as follows:

First: Any and all abutters' rights, including access rights, appurtenant to any remaining portion of the lands of said owner or owners of which the above-described real estate shall have formed a part prior hereto, in, over, or to the above-described real estate, including such rights to any turnpike constructed thereon.

Second: All rights to erect on any of the aforesaid remaining lands any billboard, sign, notice, poster, or other advertising device which would be visible from the travelway of Ohio Turnpike Project No. 1, and which is not now upon said lands."

Resolution No. 225-1953

"RESOLVED that the Commission has endeavored for a reasonable time to agree with the owner or owners of the property described herein as to the compensation to be paid therefor, but has been unable to agree with said owner or owners, and said property is needed for the construction and efficient operation of the Ohio Turnpike Project No. 1, and

BE IT FURTHER RESOLVED that proceedings be begun and prosecuted to effect the appropriation of the following-described property, and the easements, rights, and restrictions hereinafter described, from the following-named owner or owners and persons having interests therein, to-wit:

<u>Owner(s)</u>	<u>Place of Residence</u>
Adelbert J. Gogel	2925 River Road Maumee, Ohio
Leona R. Gogel	2925 River Road Maumee, Ohio
County Auditor of Lucas County	Lucas County Court House Toledo, Ohio
County Treasurer of Lucas County	Lucas County Court House Toledo, Ohio

The aforementioned property to be appropriated is described as follows:

Parcel No. 52-JJ -- Fee Simple.

Situated in the City of Maumee, County of Lucas and State of Ohio and known as being part of Sublots Nos. 18 and 19 on the Plat of Sylvan Park, recorded in Volume 6, Page 18 of Lucas County Map Records and being all that part of the lands described in the deed to Adelbert J. Gogel, dated July 19, 1948 and recorded in Volume 1313, Page 110 of Lucas County Deed Records lying Southwesterly of a line drawn parallel to and distant 160 feet Northeasterly, measured on a line normal to the centerline of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 50, Page 20 of Lucas County Map Records.

Parcel No. 52-M -- Fee Simple

Situated in the City of Maumee, County of Lucas and State of Ohio and known as being part of Sublot No. 18 on the Plat of Sylvan Park recorded in Volume 6, Page 18 of Lucas County Map Records and described as follows:

Being all the lands described in the deed to Adelbert J. Gogel and Leona R. Gogel, dated March 9, 1929 and recorded in Volume 761, Page 527 of Lucas County Deed Records.

The aforementioned rights and restrictions to be appropriated are as follows:

First: Any and all abutters' rights, including access rights, appurtenant to any remaining portion of the lands of said owner or owners of which the above-described real estate shall have formed a part prior hereto, in, over, or to the above-described real estate, including such rights to any turnpike constructed thereon.

Second: All rights to erect on any of the afore-said remaining lands any billboard, sign, notice, poster, or other advertising device which would be visible from the travel-way of Ohio Turnpike Project No. 1, and which is not now upon said lands."

Resolution No. 226-1953

"RESOLVED that the Commission has endeavored for a reasonable time to agree with the owner or owners of the property described herein as to the compensation to be paid therefor, but has been unable to agree with said owner or owners, and said property is needed for the construction and efficient operation of the Ohio Turnpike Project No. 1, and

BE IT FURTHER RESOLVED that proceedings be begun and prosecuted to effect the appropriation of the following-described property, and the easements, rights, and restrictions hereinafter described, from the following-named owner or owners and persons having interests therein, to-wit:

<u>Owner(s)</u>	<u>Place of Residence</u>
Harry G. Bender	Boston, Ohio
County Auditor of Summit County	Summit County Court House Akron, Ohio
County Treasurer of Summit County	Summit County Court House Akron, Ohio

The aforementioned property to be appropriated is described as follows:

Parcel No. 143-G - 145-F -- Fee Simple

Situated in the Township of Boston, County of Summit and State of Ohio, and known as being part of Original Boston Township Lot No. 2 in Tract No. 1, and being all that part of the land conveyed to Henry G. Bender by deed dated January 2, 1945, and recorded in Volume 2155, Page 426 of Summit County Deed Records, lying Southerly of a line drawn parallel to and distant 280 feet Northerly, measured on a line drawn normal to the center line of Ohio Turnpike Project No. 1 as shown by plat recorded in Volume 44, Pages 141 and 142 of Summit County Map Records.

The aforementioned rights and restrictions to be appropriated are as follows:

First: Any and all abutters' rights, including access rights, appurtenant to any remaining portion of the lands of said owner or owners of which the above-described real estate shall have formed a part prior hereto, in, over, or to the above-described real estate, including such rights to any turnpike constructed thereon."

Second: All rights to erect on any of the afore-said remaining lands any billboard, sign, notice, poster, or other advertising device which would be visible from the travelway of Ohio Turnpike Project No. 1, and which is not now upon said lands. "

Resolution No. 227-1953

"RESOLVED that the Commission has endeavored for a reasonable time to agree with the owner or owners of the property described herein as to the compensation to be paid therefor, but has been unable to agree with said owner or owners, and said property is needed for the construction and efficient operation of the Ohio Turnpike Project No. 1, and

BE IT FURTHER RESOLVED that proceedings be begun and prosecuted to effect the appropriation of the following-described property from the following-named owner or owners and persons having interests therein, to-wit:

<u>Owner(s)</u>	<u>Place of Residence</u>
The Baltimore and Ohio Railroad Company	Baltimore 1, Maryland
The Union Trust Company of New York, trustee	New York, New York
Central Trust Company of New York, trustee	New York, New York
James N. Wallace, trustee	New York, New York
County Auditor of Trumbull County	Trumbull County Court House, Warren, Ohio
County Treasurer of Trumbull County	Trumbull County Court House, Warren, Ohio

The aforementioned property to be appropriated is described as follows:

Parcel No. 174-F -- Fee Simple

Situated partly in the Township of Braceville and partly in the Township of Newton, County of Trumbull and State of Ohio, and known as being part of Original Braceville

Township Section No. 23 and part of Original Newton Township Section No. 3, and bounded and described as follows:

Beginning on the Township line between Braceville and Newton Townships at its intersection with the Southeasterly line of land conveyed to The Pittsburgh, Cleveland & Toledo Railroad Company, by deed dated April 10, 1883 and recorded in Volume 138, Page 34 of Trumbull County Deed Records; thence North $89^{\circ} 19' 42''$ East along the said Township line 188.50 feet to its intersection with the Southeasterly line of land conveyed to The Cleveland Alliance & Mahoning Valley Railroad Company, by deed dated March 21, 1914 and recorded in Volume 214, Page 250 of Trumbull County Deed Records; thence North $70^{\circ} 51' 23''$ East along the Southeasterly line of land so conveyed to said Railroad Company, 55.69 feet to its intersection with a line parallel to and distant 225 feet Northeasterly of, measured on a line normal to, the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 11, Page 73 of Trumbull County Map Records; thence North $13^{\circ} 28' 42''$ West along said parallel line 126.62 feet to its intersection with the Northwesterly line of land conveyed to The Pittsburgh, Cleveland & Toledo Railroad Company, by deed dated May 19, 1883 and recorded in Volume 138, Page 33 of Trumbull County Deed Records; thence South $70^{\circ} 51' 23''$ West along the Northwesterly line of land so conveyed to said Railroad Company, 406.99 feet to its intersection with a line parallel to and distant 180 feet Southwesterly of, measured on a line normal to, said center line of Ohio Turnpike Project No. 1; thence South $13^{\circ} 28' 42''$ East along said parallel line 66.32 feet to its intersection with the Southeasterly line of land conveyed to The Pittsburgh, Cleveland & Toledo Railroad Company as first aforesaid; thence North $70^{\circ} 51' 23''$ East along the Southeasterly line of land so conveyed to said Railroad Company 166.56 feet to the place of beginning, containing 0.821 acres of land, according to a survey made by William B. Delehanty, dated January 19, 1953.

Parcel No. 175-B--Fee Simple

Situated in the Township of Newton, County of Trumbull and State of Ohio, and known as being a part of Original Newton Township Section No. 7, and bounded as follows:

Northerly by the Southerly line of Parcel Nos. 29 and 30 of lands conveyed to The Youngstown and Ravenna Railroad Company by deed dated July 15, 1907, and recorded in Volume 216, Page 147 of Trumbull County Deed Records;

Southerly by the Southerly line of land conveyed to The Mahoning Valley Western Railway Company by deed dated February 17, 1903, and recorded in Volume 180, Page 233 of Trumbull County Deed Records; North-easterly by a line drawn parallel to and distant 130 feet Northeasterly, measured on a line normal to the center-line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 11, Page 65 of Trumbull County Map Records, and Southwesterly by a line drawn parallel to and distant 130 feet southwesterly, measured on a line normal to the said centerline of Ohio Turnpike Project No. 1."

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

Ayes, Linzell, McKay, Allen, Teagarden, Shocknessy.

Nays, none.

The Chairman declared the resolutions adopted.

The General Counsel reported that he had under preparation a draft of by-laws about which he had informed the members of the Commission by written communication, and which he would have in the hands of the members shortly. He said also that he had handed to the members of the Commission a letter reporting upon the three inquiries which were made by Mr. McKay during the preceding meeting of the Commission.

Resolution No. 228-1953, changing date of July regular meeting was moved for adoption by Mr. Allen and seconded by Mr. Teagarden as follows:

"RESOLVED that notwithstanding the provisions of Resolution No. 2-1951, the regular monthly meeting of the Ohio Turnpike Commission for July, 1953 will be held on Thursday, July 2, 1953 at the Commission's headquarters in Columbus, Ohio at 11:00 A. M., Eastern Standard Time."

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

Ayes, Allen, Teagarden, McKay, Linzell, Shocknessy.

Nays, none..

The Chairman declared the resolution adopted.

The Chairman stated a special meeting of the Commission would probably be called for June 23, 1953.

Resolution No. 229-1953, ratifying actions of administrative officers was moved for adoption by Mr. Teagarden and seconded by Mr. Linzell as follows:

"WHEREAS the executive assistant, chief engineer, general counsel, assistant secretary, comptroller, chief of the right-of-way section, and director of information and research of the Commission have, by various written and oral communications, dully advised the members of the Commission with respect to their official actions taken on behalf of the Commission since the Commission's last meeting, 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 28, 1953, are hereby 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, Linzell, McKay, Allen, Shocknessy.

Nays, none.

The Chairman declared the resolution adopted.

There being no further business to come before the Commission, a motion was made by Mr. Allen, 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 responded to roll call. The vote was as follows:

Ayes, Allen, Teagarden, McKay, Linzell, Shocknessy.

Nays, none.

The Chairman declared the meeting adjourned. The time of adjournment was 3:15 o'clock P. M.

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


A. J. Allen, Secretary-Treasurer.