

MINUTES OF THE SIXTY-FIFTH MEETING
JUNE 23, 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 11:00 A. M. on June 23, 1953, with the key members of its staff, representatives of the Consulting Engineers, of the Trustee, of special counsel Squire, Sanders & Dempsey, 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. Teagarden, seconded by Mr. McKay, that the minutes for the meeting of May 28, 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, Teagarden, McKay, Linzell, Allen, Shocknessy.

Nays, none.

The Chairman declared the motion carried.

The Chairman then advised the Commission as to matters which would be brought before the meeting, including action upon the award of certain contracts, the approval of construction plans and contract documents, the rescission of certain appropriation resolutions and adoption of others and several matters which had been handled by the Chairman and the staff, which he wished to report to the Commission upon.

The Chairman reminded the Commission that it had indicated its wishes at the last meeting with respect to making representations to the committees of the General Assembly upon the Drake Bill, and he said that accordingly a letter had been sent to the Chairman of the Standing Committee in the Senate handling the Drake Bill, and the General Counsel for the Commission had appeared before that committee at a hearing. He said that pursuant to an understanding that the General Counsel derived from the discussion with the Committee at the time of his appearance, he would present to the Committee some amendments which the Commission considered suitable and necessary to the Drake Bill, and if those amendments were accepted by the Committee, the Commission would consider that the Drake Bill would quite adequately serve the purposes of the Commission and the purposes for which its author intended it to serve.

The Chairman also reported that there had been recommended for passage in the General Assembly, a resolution offered by Senator Charles A. Mosher with respect to the naming of Ohio Turnpike Project No. 1, "The Admiral King Highway". He said that the resolution had been the subject of some editorial comment by the Cleveland Plain Dealer and by the Columbus Citizen, and that the underlying theory of the resolution had been the subject of earlier consideration by the Cleveland Press. The Chairman said that the Commission had taken no position on the resolution and he recommended that no position be taken by the Commission with respect to naming the highway.

The Chairman reported that since the last meeting a conference had been held in the Commission's offices presided over by Mr. Lansdale of Squire, Sanders & Dempsey who had been conducting negotiations with officials of the City of Elyria, and that all members had received a transcript of the afternoon session of that conference where the Chairman of the Commission attended as a spectator. The Chairman advised the Commission that the transcript of the afternoon session insofar as it had been possible to do so with the agreement of the conferees of the morning, provided a summary of the events of the morning session. He said that since that conference the Commission had had many telegrams protesting any change which the Commission might contemplate pursuant to the recommendations of the city officials of Elyria, principally from residents of Elyria Township and Ridgeville Township. The Chairman then passed the telegrams around to the members of the Commission for their information.

The Assistant Secretary-Treasurer reported for the Secretary-Treasurer that since the last meeting the following papers had been forwarded to all members by the Chief Engineer:

1. Copies of general information map, mailed June 10, 1953.
2. Manual of uniform traffic-control devices for construction areas on public roads, mailed June 19, 1953, and
3. Minutes of the Commission meeting of May 28, 1953, mailed on June 15, 1953.

In the absence of any questions or objection, the reports of the Chairman and the Secretary-Treasurer were accepted as offered.

The Chief Engineer then reported that bids had been received for furnishing fabricated structural steel under Contract M-4A, in construction sections C-11 and C-12, in Portage County for which the tonnage was approximately 1,391 tons. He said that five bids had been received on Contract M-4A, that the bids had been reviewed by his staff, by the Consulting Engineers and by General Counsel, and he recommended that the award of Contract M-4A be made to the lowest and best bidder, The Fort Pitt Bridge Works at its low bid of \$364,732.20.

The Chief Engineer reported also that six bids had been received for furnishing fabricated structural steel under Contract M-6A, in construction section 16 involving 678 tons of steel. He said that the bids had been reviewed by his staff, by the Consulting Engineers and by General Counsel, and he recommended that award be made to the lowest and best bidder, The Fort Pitt Bridge Works at its low bid of \$164,817.10.

The Chief Engineer then reported that six bids had been received for furnishing fabricated structural steel under Contract M-9, in construction sections 28 and 29 in Erie County. He said that the bids had been reviewed by his staff, by the Consulting Engineers and by General Counsel, and he recommended award of Contract M-9 to the lowest and best bidder, the Kilroy Structural Steel Company of Cleveland, at its low bid of \$140,000.00.

The Chief Engineer then handed to the Commission his written recommendations and those of the Consulting Engineers under date of June 23, 1953, recommending the award of Contracts M-4A, M-6A and M-9. The General Counsel handed to the Commission his written opinions under date of June 20, 1953, with respect to the three bids and stated his conclusion that the bids were all in order and might properly be accepted by the Commission if it found them other than from the legal standpoint to be the lowest and best ones for the three contracts, respectively.

Resolution No. 230-1953, awarding structural steel Contract M-4A, was moved for adoption by Mr. McKay and seconded by Mr. Allen as follows:

"WHEREAS the Commission has duly advertised, according to law, for bids upon a contract for furnishing fabricated structural steel for Construction Sections 8, 11, and 12, of Design Section D-4 of Ohio Turnpike Project No. 1, to the Commission, which contract is designated M-4A, 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 Fort Pitt Bridge Works for the performance of Contract M-4A 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 construction 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 of 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 construction 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 Fort Pitt Bridge Works for the performance of Contract M-4A, 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 other bidders for the aforesaid contract 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 contract."

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.

Resolution No. 231-1953, awarding structural steel Contract M-6A was moved for adoption by Mr. McKay and seconded by Mr. Allen, as follows:

"WHEREAS the Commission has duly advertised, according to law, for bids upon a contract for furnishing fabricated structural steel for Construction Section 16 of Design Section D-6 of Ohio Turnpike Project No. 1, to the Commission, which contract is designated M-6A, 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 Fort Pitt Bridge Works for the performance of Contract M-6A 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 construction 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 of 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 construction 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 Fort Pitt Bridge Works for the performance of Contract M-6A, 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 other bidders for the aforesaid contract 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 contract."

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.

Resolution No. 232-1953, awarding structural steel Contract M-9, was moved for adoption by Mr. McKay and seconded by Mr. Allen, as follows:

"WHEREAS the Commission has duly advertised, according to law, for bids upon a contract for the furnishing of the fabricated structural steel for Design Section D-9 of Ohio Turnpike Project No. 1, which contract is designated Contract M-9, 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 Kilroy Structural Steel Company for the performance of Contract M-9 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 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 Kilroy Structural Steel Company for the performance of Contract M-9, 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 other bidders for the aforesaid contract 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, McKay, Allen, Teagarden, Linzell, Shocknessy.

Nays, none.

The Chairman declared the resolution adopted.

The Chief Engineer then presented to the Commission plans for Construction Sections 31, 32, 33, 53, 54, 55, and recommended their approval and adoption by the Commission.

Resolution No. 233-1953, approving, adopting and ratifying the plans for Construction Sections 31, 32, 33, 53, 54, and 55, was moved for adoption by Mr. Allen and seconded by Mr. Teagarden, 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 31, 32, 33, 53, 54, and 55, 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 31, 32, 33, 53, 54, and 55;

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, and 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, Allen, Teagarden, Linzell, McKay, Shocknessy.

Nays, none.

The Chairman declared the resolution adopted.

The Chief Engineer then presented and recommended for approval of the Commission, the contract documents for Contracts C-2, C-3, C-2 & 3 and C-16. He advised the Commission that these contracts had been advertised for the receipt of bids on June 30, 1953. He also presented and recommended for approval contract documents for Contracts C-4, C-5, C-6, C-7, C-4 & 5, C-6 & 7, C-4, 5 & 6, and C-4, 5, 6 & 7, which he said were scheduled for the receipt of bids on July 8, 1953. Mr. Donnelly

for the Consulting Engineer, and the General Counsel concurred in the recommendations of the Chief Engineer.

Resolution No. 234-1953, approving, adopting and ratifying documents for Contracts C-2, C-3, C-2 & 3, C-16, C-4, C-5, C-6, C-7, C-4 & 5, C-5 & 6, C-6 & 7, C-4, 5, and 6, C-5, 6 and 7, and C-4, 5, 6, and 7, was moved for adoption by Mr. Teagarden and seconded by Mr. Linzell, as follows:

"WHEREAS there are before this meeting forms of contract documents, to-wit: forms of notice to bidders, proposals, special provisions, and contracts for Contracts C-2; C-3; C-2 & 3; C-16; C-4; C-5; C-6; C-7; C-4 & 5; C-5 & 6; C-6 & 7; C-4, 5 & 6; C-5, C & 7; and C-4, 5, 6 & 7;

WHEREAS the Commission has duly and fully considered the same; and

WHEREAS the Commission by and in its resolution No. 191-1953 has approved the plans which comprise a part of the contract documents for said contracts;

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 construction of those portions of Ohio Turnpike Project No. which are known as Construction Sections 2, 3, 4, 5, 6, 7, and 16; and

FURTHER RESOLVED that all action heretofore taken by the chief engineer and general counsel, or either of them, with reference to the said contracts, be, and the same hereby is, ratified, approved, and confirmed; that the chief engineer is directed to 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, Teagarden, Linzell, Allen, McKay, Shocknessy.

Nays, none.

The Chairman declared the resolution adopted.

The General Counsel then presented forms of resolution by which the Commission would find the necessity of changing the location of certain county roads in Ottawa, Sandusky, Williams and Wood Counties.

Resolutions Nos. 235-1953, 236-1953, 237-1953, 238-1953, 239-1953, 240-1953, 241-1953, 242-1953, 243-1953, 244-1953, 245-1953, and 246-1953, each finding it necessary to change the location of a specifically named road, were moved for adoption by Mr. Teagarden and seconded by Mr. Allen, as follows:

"WHEREAS a portion of Portage River-South Road, a county road, in Ottawa 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 Portage River-South Road, Harris Township, Ottawa County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 337+30 and which extends from a point approximately 710 feet southerly from said intersection on the Ohio Turnpike Project No. 1 to a point approximately 1025 feet northeasterly from said intersection with Ohio Turnpike Project No. 1; 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 Ottawa County, Ohio."

Resolution No. 236-1953

"WHEREAS a portion of Church 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 Church Road, Rice Township, Sandusky County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 532+72 and which extends from a point at the centerline intersection of Church Road-S.R. 53 to a point approximately 2620 feet north of said intersection with State Route 53; 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. 237-1953

"WHEREAS a portion of Fought 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 Fought Road, Washington Township, Sandusky County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 248+64 and which extends from a point 820.73 feet south of said intersection with Ohio Turnpike Project No. 1 to a point 1209.42 feet northerly of said intersection with Ohio Turnpike Project No. 1; 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. 238-1953

"WHEREAS a portion of Overmyer 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 Overmyer Road, Washington Township, Sandusky County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 254+73.22 and which extends from a point approximately 460 feet east of said intersection in a westerly direction to a point approximately 795.57 feet west of the intersection of the centerline of existing Overmyer Road with the centerline of existing Fought 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. 239-1953

"WHEREAS a portion of Sommers 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 Sommers Road, Washington Township, Sandusky County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 83+21 and which extends from a point at the centerline

intersection of Sommers-Wagoner Road to a point approximately 1075 feet easterly from said intersection with Wagoner 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. 240-1953

"WHEREAS a portion of Quaker-Church Road, a county road, in Williams 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 Quaker-Church Road, Brady Township, Williams County, Ohio, the centerline of which extends from a point at the centerline intersection of Quaker-Church Road with Stryker-Lockport Road to the centerline intersection of Quaker-Church Road with the Williams-Fulton 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 Williams County, Ohio."

Resolution No. 241-1953

"WHEREAS a portion of Bradner Road, a county road, in Wood 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 Bradner Road, Lake Township, Wood County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 539+31 and which extends from a point 503.73 feet South of the Westerly centerline intersection of Bradner Road with State Route No. 163; 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 Wood County, Ohio."

Resolution No. 242-1953

"WHEREAS a portion of Hanley Road, a county road, in Wood 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 Hanley Road, Lake Township, Wood County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 416+36 and which extends from a point approximately 713.71 feet east of the centerline intersection of Hanley-Road-Lemoyne Road in a westerly direction to a point approximately 689.22 feet west of said centerline intersection of Hanley Road-Lemoyne 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 Wood County, Ohio."

Resolution No. 243-1953

"WHEREAS a portion of Hufford Road, a county road, in
1094.

Wood 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 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 Hufford Road, Perrysburg Township, Wood County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 20+07 and which extends from a point at the centerline intersection of Hufford Road-Ford Road to a point approximately 1095 feet south from said intersection with Ford 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 Wood County, Ohio."

"Resolution No. 244-1953

"WHEREAS a portion of Latcha Road, a county road, in Wood 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 Latcha Road, Lake Township, Wood County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 256+90 and which extends from a point at the northerly centerline intersection of Latcha-

-Tracy Road to a point 1028.89 feet east of said intersection with Tracy 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 Wood County, Ohio."

Resolution No. 245-1953

"WHEREAS a portion of Libbey Road, a county road, in Wood County, Ohio, intersects the route to be traversed 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 Libbey Road, Lake Township, Wood County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 475+19 and which extends from a point at the centerline intersection of Libbey-Pemberville Road to a point 700.65 feet west of said intersection with Pemberville 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 Wood County, Ohio."

Resolution No. 246-1953

"WHEREAS a portion of Mandell Road, a county road, in Wood 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 Mandell Road, Perrysburg Township, Wood County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 57+65 and which extends from a point at the centerline intersection of Mandell-Simmons Road to a point approximately 1198 feet east of said intersection with Simmons Road to a point approximately 1198 feet east of said intersection with Simmons 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 Wood County, Ohio."

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.

Nays, none.

Not voting, Linzell.

Mr. Linzell explained that he refrained from voting upon these resolutions for the reason that he had certain administrative action to take as Director of Highways with respect to them.

The Chief Engineer continued with his report and advised the Commission that preliminary layouts of maintenance buildings together with a map showing the proposed locations of maintenance buildings along the turnpike, had previously been transmitted to each member of the Commission. He explained that the preliminary plans had been prepared by the Consulting Engineers, had been reviewed by the staff of the Chief Engineer, and were now ready for submission to the architects for design. He discussed in a general way the functional design of the

maintenance areas. Mr. McKay requested that a summary report of the functional layout and use of the maintenance areas be prepared and submitted to the Commission in advance of the preparation of detailed plans. Mr. Linzell suggested that pre-preliminary sketches of the architect be submitted to the Commission and the Chief Engineer was so instructed.

The Chief Engineer reported progress in the preparation of specifications for toll equipment and also for the communications system for the project, and stated that a summary report of the functioning of these systems would be prepared and presented to the Commission.

The Chief Engineer concluded his report by advising the Commission that bids would be received for contracts covering construction sections C-2, C-3, and C-16 on June 30, 1953; for construction sections C on July 8, 1953; for construction sections C-8, C-9 and C-10 on July 15, 1953; for construction sections C-11 and C-12 on July 22, 1953; for construction sections C-50, 51 and C-52 on July 29, 1953; for construction section C-53, C-54 and C-55 on August 5, 1953; for construction sections C-24, C-25, C-26 and C-27 on August 12, 1953; for construction sections C-56, C-57, C-58 and C-59 on August 19, 1953; for construction sections C-13, C-14 on August 26, 1953; for construction sections C-34, C-35, C-36 and C-37 on September 2, 1953 and for construction sections C-28 and C-29 on September 9, 1953. The Chairman pointed out that this schedule for the receipt of bids would require the Commission to meet each week. He requested that the Chief Engineer suggest to the Commission specific dates upon which meetings should be held.

The General Counsel then advised the Commission that certain revisions between the preliminary and final construction plans for Section 53 had altered the right-of-way requirements in connection with a certain property, and that property descriptions prepared in connection with two other parcels had been based upon inaccurate information as to property lines. He recommended that the Commission rescind three appropriation resolutions previously adopted, and he presented a form of resolution by which such action might be taken.

Resolution No. 247-1953, rescinding condemnation resolutions No. 82-1953, No. 136-1953, and No. 115-1953, due to revised property descriptions and revised construction plans was moved for adoption by Mr. Linzell and seconded by Mr. Teagarden, as follows:

"WHEREAS certain revisions in the construction plans for C-53 have altered the right-of-way requirements in connection with property owned by Orra Griesinger et al., and

WHEREAS certain property descriptions previously prepared in connection with properties owned by Ward C. Kistler et al. and Henry V. Defer et al, were based upon inaccurate information as to property lines, and

WHEREAS resolution No. 82-1953, adopted March 31, 1953; resolution No. 136-1953, adopted May 12, 1953; and resolution No. 115-1953, adopted April 30, 1953; which directed the commencement of appropriation proceedings against the above-mentioned owners, are now inaccurate because of the revisions mentioned above,

NOW, THEREFORE, BE IT

RESOLVED that resolution No. 82-1953, adopted March 31, 1953; resolution No. 136-1953, adopted May 12, 1953; and resolution No. 115-1953, adopted April 30, 1953; be, and the same hereby are, rescinded."

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

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

Nays, none.

The Chairman declared the resolution adopted.

The General Counsel then presented eighteen 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 eighteen 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 eighteen cases.

Resolutions Nos. 248-1953, 249-1953, 250-1953, 251-1953, 252-1953, 253-1953, 254-1953, 255-1953, 256-1953, 257-1953, 258-1953, 259-1953, 260-1953, 261-1953, 262-1953, 263-1953, 264-1953 and 265-1953, were moved for adoption by Mr. Linzell and seconded by Mr. Teagarden, as follows:

Resolution No. 248-1953

"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>
H. A. Lehman	Niles-Canfield Road Canfield, Ohio
Edith B. Lehman	Niles-Canfield Road Canfield, Ohio
United Natural Gas Company	308 Seneca Street Oil City, Pennsylvania
County Auditor of Mahoning County	Mahoning County Court House Youngstown, Ohio

<u>Owner(s)</u>	<u>Place of Residence</u>
County Treasurer of Mahoning County	Mahoning County Court House Youngstown, Ohio

The aforementioned property to be appropriated is described as follows:

Parcel No. 187-F -- Fee Simple

Situated in the Township of Canfield, County of Mahoning and State of Ohio and known as being part of Original Canfield Township Lot No. 13 in Second Division and being all that part of the lands described in the deed to H. A. Lehman and Edith B. Lehman, dated March 17, 1923 and recorded in Volume 292, page 417 of Mahoning County Deed Records lying Northeasterly of a line drawn parallel to and distant 135 feet Southwesterly, measured on a line normal to the centerline of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 33, page 45 of Mahoning 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. 249-1953

"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>
Charles C. Leonard	Route #2 Warren, Ohio
Ida Leonard	Route #2 Warren, Ohio
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. 177-G(1) -- Permanent Easement for Highway Purposes.

Situated in the Township of Lordstown, County of Trumbull and State of Ohio and known as being part of Original Lordstown Township Lot No. 60 and being all that part of the lands described in the deed to Charles C. Leonard dated November 2, 1912 and recorded in Volume 212, Page 481 of Trumbull County Deed Records, and bounded and described as follows:

Beginning at the intersection of the center line of Wilson East Road with the center line of Lintz Townline Road; thence Northerly along the center line of Lintz Townline Road to a point which is distant 740 feet Northerly from the center line of Ohio Turnpike Project No. 1, as

shown by plat recorded in Volume 11, Page 68 of Trumbull County Map records; thence Easterly at right angles to the center line of Lintz Townline Road, 107.99 feet; thence Southeasterly to a point which is 190 feet Easterly at right angle measurement from a point on the center line of Lintz Townline Road, which point is distant 657.99 feet Northerly measured along said center line from the center line of Ohio Turnpike Project No. 1; thence Southerly and parallel with the center line of Lintz Townline Road 309.19 feet to a point; thence Southeasterly to a point which is distant 278.41 feet Easterly at right angle measurement from a point on the center line of Lintz Townline Road which point is distant 295.96 feet Northerly measured along said center line from the center line of Ohio Turnpike Project No. 1; thence Southerly along a line drawn at right angles to the center line of Wilson East Road 40 feet to the center line of said Road; thence Westerly along the center line of Wilson East Road to the place of beginning.

Excepting that part which falls within the bounds of Lintz Townline Road and Wilson East Road as now established."

Resolution No. 250-1953

"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>
Ward C. Kistler	Route 2, Warren, Ohio
Edith Kistler	Route 2, Warren, Ohio
W. A. Sprenkle	Address Unknown
The Federal Land Bank of Louisville, Kentucky	Louisville, Kentucky
The Land Bank Commissioner of Louisville, Kentucky	Louisville, Kentucky
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. 179-A -- Fee Simple

Situated in the Township of Lordstown, County of Trumbull and State of Ohio and known as being part of Original Township Lot No. 4, Tract No. 15 of the Salt Spring Tract and being all that part of the lands described in the deed to Ward C. Kistler dated October 2, 1950, and recorded in Volume 538, Page 363 of Trumbull County Deed Records lying within a strip of land 255 feet wide between parallel lines, the Northeasterly line of said strip being parallel to and distant 130 feet North-easterly measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 11, Page 71 of Trumbull County Map Records, and the Southwesterly line of said strip being parallel to and distant 125 feet Southwesterly, measured on a line normal to said center line.

Parcel No. 180-D -- Fee Simple

Situated in the Township of Jackson, County of Mahoning and State of Ohio and known as being part of

Original Jackson Township Tract No. 14 in Salt Spring Tract and being all that part of the lands described as Parcel No. 2 in the deed to Ward C. Kistler dated October 2, 1950 and recorded in Volume 640, Page 545 of Mahoning County Deed Records lying within a strip of land 275 feet wide between parallel lines, the Northeasterly line of said strip being parallel to and distant 140 feet Northeasterly measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 33, Page 50 of Mahoning County Map Records, and the Southwesterly line of said strip being parallel to and distant 135 feet Southwesterly measured on a line normal to said center line.

Parcel No. 179-A(1) -- Permanent Easement for Drainage Purposes.

Situated in the Township of Lordstown, County of Trumbull and State of Ohio and known as being part of Original Lordstown Township Lot No. 4 in Tract No. 15 of the Salt Spring Tract and bounded as follows:

Northeasterly by a line parallel to and distant 200 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 71 of Trumbull County Map Records; Southwesterly by a line parallel to said center line and distant 130 feet Northeasterly of, measured on a line normal to, said center line; Northwesterly by a line normal to said center line at Station 561+50 and Southeasterly by a line normal to said center line at Station 562+20.

Parcel No. 179-A(2) -- Permanent Easement for Drainage Purposes.

Situated in the Township of Lordstown, County of Trumbull and State of Ohio and known as being part of Original Lordstown Township Lot No. 4 in Tract No. 15 of the Salt Spring Tract and bounded as follows:

Northeasterly by a line parallel to and distant 125 feet Southwesterly 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 71 of Trumbull County Map

Records; Northwesterly by a line normal to said center line at Station 560+70 and Southerly by the Southerly line of said Original Lot No. 4, being also the Southerly line of Trumbull County.

Excepting therefrom that portion thereof lying within the bounds of County Line Road as now established.

Parcel No. 180-D(2) -- Permanent Easement for Highway Purposes.

Situated in the Township of Jackson, County of Mahoning and State of Ohio and known as being part of Original Jackson Township Tract No. 14 in Salt Spring Tract and being all that part of the lands described as Parcel No. 2 in the deed to Ward C. Kistler dated October 2, 1950 and recorded in Volume 640, Page 545 of Mahoning County Deed Records lying within a strip of land 78 feet wide between parallel lines, the Northeasterly line of said strip being parallel to and distant 135 feet Southwesterly measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 33, Page 50 of Mahoning County Map Records, and the Southwesterly line of said strip being parallel to and distant 213 feet Southwesterly measured on a line normal to said center line.

Parcel No. 180-D(3) -- Permanent Easement for Drainage Purposes.

Situated in the Township of Jackson, County of Mahoning and State of Ohio, and known as being part of Original Jackson Township Tract No. 14 in Salt Spring Tract, and being all that part of the lands described as Parcel No. 2 in the deed to Ward C. Kistler dated October 2, 1950 and recorded in Volume 640, Page 545 of Mahoning County Deed Records, bounded and described as follows:

Beginning on a line parallel to and distant 213 feet Southwesterly, measured on a line normal to, the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 33, Page 50 of Mahoning County Map Records at its intersection with a line drawn Southwesterly, normal to the center line of Ohio Turnpike Project No. 1 from Station 21+90; thence Southwesterly along said normal line, 222 feet to a point; thence Southeasterly at right angles to the last described line 110 feet to a point; thence Northeasterly at right angles to the last described line and along a line normal to Station 23+00 on the center line of Ohio Turnpike Project No. 1, 222 feet to

said line parallel to and distant 213 feet Southwesterly, measured normal to said center line; thence Northwesterly along said parallel line 110 feet to the place of beginning.

Parcel No. 180-D(4) -- Permanent Easement for Drainage Purposes.

Situated in the Township of Jackson, County of Mahoning and State of Ohio, and known as being part of Original Jackson Township Tract No. 14 in Salt Spring-Tract and being all that part of the lands described as Parcel No. 2 in the deed to Ward C. Kistler dated October 2, 1950 and recorded in Volume 640, Page 545 of Mahoning County Deed Records, bounded and described as follows:

Beginning on a line drawn parallel to and distant 140 feet Northeasterly, measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 33, Page 50 of Mahoning County Deed Records, at its intersection with a line drawn Northeasterly, normal to Station 22+50 on said center line; thence continuing Northeasterly on said normal line 60 feet to a point; thence Southeasterly parallel to the center line of Ohio Turnpike Project No. 1, 50 feet to a point; thence Southwesterly at right angles to the last described line, 60 feet to a point on said line parallel to and distant 140 feet Northeasterly, measured on a line normal to the center line of Ohio Turnpike Project No. 1 as aforesaid; thence Northwesterly on said parallel line, 50 feet 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 parcels described above as Parcels Nos. 179-A and 180-D, 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. 251-1953

"RESOLVED that the Commission has endeavored for
1106.

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>
Allied Concrete Products, Inc.	Ravenna, 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. 158-B -- Fee Simple

Situated in the Township of Streetsboro, County of Portage and State of Ohio and known as being part of Original Streetsboro Township Lot No. 40 and being all that part of the lands described in the deed to Allied Concrete Products, Inc., dated January 7, 1948 and recorded in Volume 436, page 175 of Portage County Deed Records lying Southerly of a line drawn parallel to and distant 160 feet Northerly, measured on a line normal to the centerline of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 8, page 8 of Portage 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 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. 158-B are described by deed dated January 7, 1948 and recorded in Volume 436, page 175 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. 252-1953

"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>
Clair F. Horne	59 Stewart Street Struthers, Ohio
Phoebe G. Horne	59 Stewart Street Struthers, Ohio
Olen Bright	R. D. #1, Windham, Ohio
Elinor Bright	R. D. #1, Windham, 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. 170-D(1) -- Permanent Easement for Highway Purposes.

Situated in the Township of Windham, County of Portage and State of Ohio and known as being part of Original Windham Township Lots Nos. 58 and 59 and being a strip of land 90 feet wide between parallel lines, the center line of said strip being described as follows:

Beginning on a line parallel to and distant 145 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 35 of Portage County Map Records at its intersection with the center line of Horn Road, which center line is also the Easterly line of said Original Lot 58; thence Southerly along the Easterly line of Lot 58 to a point distant Southerly 600 feet, measured along said Easterly line from the center line of said Ohio Turnpike Project No. 1.

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

Parcel No. 170-D(2) -- Permanent Easement for Highway Purposes.

Situated in the Township of Windham, County of Portage and State of Ohio and known as being part of Original Windham Township Lots Nos. 58 and 59 and being a strip of land 90 feet wide between parallel lines, the center line of said strip being described as follows:

Beginning on a line parallel to and distant 160 feet Northerly of, measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 8, page 35 of Portage County Map Records at its intersection with the center line of Horn Road, which center line is also the Easterly line of said Original Lot 58; thence Northerly along said Easterly line of Lot 58 to the Northerly line of land described in the Certificate of Transfer in the matter of the Estate of Margaret G. Horne, dated June 19, 1945 and recorded in Volume 407, page 578 and in the Certificate of Transfer in the matter of the Estate of Etta Horne Shafer, dated June 18, 1945 and recorded in Volume 407, page 565 of Portage County Deed Records.

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

Resolution No. 253-1953

"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 V. Defer	R. D. #1, Kent, Ohio
Theresa Defer	R. D. #1, 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. 156-C, C(1), C(2) -- Fee Simple

Situated in Streetsboro Township, Portage County, Ohio and being a part of Lot No. 24, and being bounded and described as follows:

Beginning at a point on the east line of Lot No. 24, which point is recorded in Plat Book No. 8, Page 39, Records of Portage County as Station 104+42.39 on the centerline of the Ohio Turnpike No.1. 1109.

Thence S $1^{\circ} 08'$ E along the lot line one hundred fifty-four and sixty-one hundredths (154.61) feet to a point 150.00 feet by perpendicular measure south of said Turnpike centerline;

Thence N $76^{\circ} 41' 29''$ W on a line parallel to the said Turnpike centerline one thousand three hundred thirty-four and ninety-five hundredths (1,334.95') feet to a Point of Curve, which point is 150.00 feet by perpendicular measure south of Station 91+46.09 on the said Turnpike centerline;

Thence along a spiral curve to the left one hundred ninety-seven and eighty-two hundredths (197.82') feet to a Point of Curve, which point is 150.00 feet by perpendicular measure south of Station 89+46.09 on the said Turnpike centerline;

Thence along a circular curve to the left of radius 6,725.49 feet, five hundred fifty-one and ninety-nine hundredths (551.99') feet to a point, which point is 150.00 feet by perpendicular measure south of Station 83+90.00 on the said Turnpike Centerline;

Thence S $45^{\circ} 41' 32''$ W along the R/W of the said Turnpike seven hundred forty-eight and one tenth (748.1') feet to the southwest corner of Lot No. 24;

Thence N $1^{\circ} 32'$ W along the west line of Lot No. 24 one thousand seventeen and six tenths (1017.6') feet, more or less, to the land formerly sold to Joel Seward and lately owned by John Fronek in Lot No. 24;

Thence easterly along the south line of said land, formerly sold to Joel Seward, six hundred sixteen (616') feet, more or less, to a point on the north R/W of said Turnpike;

Thence S $43^{\circ} 08' 52''$ E along said north R/W line three hundred sixty-three (363') feet, more or less, to a point, which point is 140.00' by perpendicular measure north of Station 86+50.00 on the said Turnpike centerline;

Thence easterly along a circular curve to the right of radius 7015.49 feet two hundred seventy-eight and eight tenths (278.8') feet to a Point of Curve, which point is 140.00 feet by perpendicular measure north of Station 89+46.09 on the said Turnpike centerline;

Thence along a spiral curve to the right two hundred two and four hundredths (202.04') feet to a Point of Tangency which point is 140.00 feet by perpendicular measure north of Station 91+46.09 on the said Turnpike centerline;

Thence S $76^{\circ} 41' 29''$ E along the R/W and parallel to the centerline of the said Turnpike one thousand two hundred sixty and twenty-two hundredths (1260.22') feet to a point on the east line of Lot No. 24, which point is 140.00 feet by perpendicular

measure from the said Turnpike centerline;

Thence S $1^{\circ} 08'$ E along the lot line one hundred forty-four and fifty-seven hundredths (144.57') feet to the Point of Beginning;

Which parcel contains 24.42 acres, more or less.

Parcel No. 156-C(3) -- Permanent Easement for Drainage Purposes.

Being part of Lot 24 situated in Streetsboro Township, Portage County, Ohio, and being bounded and described as follows:

Beginning at Station 86+50.00 on the centerline of the Ohio Turnpike No. 1, which centerline is shown in Plat Book 8, Page 39, Records of Portage County;

Thence N. $10^{\circ} 00' 28''$ E. on a line perpendicular to the said Turnpike centerline one hundred forty and no hundredths (140.00) feet to a point on the north Right-of-Way line of said Turnpike;

Thence N. $43^{\circ} 08' 52''$ W. on the said North Right-of-Way line two hundred and no hundredths feet to the True Point of beginning;

Thence N. $43^{\circ} 08' 42''$ W. on the said north Right-of-Way line one hundred sixty-three (163 feet, more or less, to the land formerly sold to Joel Seward and lately owned by John Fronck in Lot 24;

Thence easterly along the south line of said land formerly sold to Joel Seward four hundred forty-one (441.) feet, more or less, to a point;

Thence S. $15^{\circ} 39'$ E. forty two (42.) feet, more or less, to a point;

Thence S. $74^{\circ} 21'$ W. Three hundred fifty and no hundredths (350.00) feet to the True Point of Beginning;

which parcel contains 0.79 acres more or less.

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 parcel described above as Parcel No. 156-C, (C(1), C(2), 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. 156-C, C(1), C(2) are described by deed dated July 7, 1936, and recorded in Volume 352, Page 102 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. 254-1953

"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>
Celia Ogilvey	Whitney Road, R. D. #2 Berea, Ohio
Beatrice Hitt	18902 Homeway Road Cleveland, Ohio
Wilbur Hitt	18902 Homeway Road, Cleveland, Ohio
Laura Fish	R. F. D. #1, LaGrange, Ohio
Austin Fish	R. F. D. #1, LaGrange, Ohio

<u>Owner(s)</u>	<u>Place of Residence</u>
Howard Ogilvey	Royalton Drive Strongsville, Ohio
Pauline Ogilvey	Royalton Drive Strongsville, Ohio
Velda Davidson	R. D. #4, Wellington, O.
Dwight Davidson	R. D. #4, Wellington, O.
Oscar Ogilvey	R. D. #5, Medina, Ohio
Jean Ogilvey	R. D. #5, Medina, Ohio
Delbert Ogilvey	Whitney Road , Berea, Ohio
Stella Ogilvey	Whitney Road Berea, Ohio
The Unknown Heirs, Devisees, and Assigns of William Bartlett, deceased.	Addresses Unknown
The Ohio Fuel Gas Company	99 North Front Street Columbus, Ohio
The County Auditor of Cuyahoga County	Cuyahoga County Court House, Cleveland, Ohio
The County Treasurer of Cuyahoga County	Cuyahoga County Court House, Cleveland, Ohio

The aforementioned property to be appropriated is described as follows:

Parcel No. 131-A -- Fee Simple

Situated in the Village of Strongsville, County of Cuyahoga and State of Ohio, and known as being part of Original Strongsville Township Lot No. 52, and bounded and described as follows:

Beginning in the centerline of Whitney Road, 60 feet wide, being also the Northerly line of said Original Lot No. 52, at the
1113.

Northeasterly corner of land conveyed to Emma Reznik by deed dated May 8, 1924, and recorded in Volume 2926, Page 433 of Cuyahoga County Records; thence North $87^{\circ} 48' 40''$ East along said centerline of Whitney Road, 406.61 feet; thence South $8^{\circ} 21' 59''$ West 78.51 feet; thence South $22^{\circ} 04' 15''$ West 90.67 feet; thence South $22^{\circ} 43' 04''$ West to the intersection with a line parallel to and distant 150.00 feet Southerly, measured on a line normal to the centerline of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 147, Pages 37 and 38 of Cuyahoga County Map Records; thence Westerly along said parallel line to the intersection with the Easterly line of land conveyed to Emma Reznik, as aforesaid; 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. 255-1953

"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:

Owner(s)

Place of Residence

Paul O. Meyer	R. D. #2, Amherst, Ohio
Carrie C. Meyer	R. D. #2, Amherst, Ohio
Ohio Fuel Gas Co.	N. Front Street Columbus, Ohio
County Auditor of Lorain County	Lorain County Court House Elyria, Ohio
County Treasurer of Lorain County	Lorain County Court House Elyria, Ohio

The aforementioned property to be appropriated is described as follows:

Parcel No. 110-A -- 111-H -- Fee Simple.

Situated in the Township of Brownhelm, County of Lorain and State of Ohio and known as being part of Original Brownhelm Township Lot No. 76, bounded and described as follows:

Beginning on the center line of Portman Road at the Southwesterly corner of said Original Lot No. 76, said corner being also the Southwesterly corner of land conveyed to Paul O. Meyer and Carrie C. Meyer by deed dated June 27, 1944, and recorded in Volume 335, page 196 of Lorain County Deed Records; thence Northerly along the Westerly line of land so conveyed to Paul O. and Carrie C. Meyer, to a point distant 140 feet Northwesterly, measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by the recorded plat in Volume 15, pages 53 and 54 of Lorain County Map Records; thence Northeasterly on a line drawn parallel to said center line, to its intersection with the center line of Vermilion Road; thence continuing Northeasterly along said parallel line, 800 feet to a point; thence Northwesterly 65 feet to a point distant 205 feet Northwesterly, measured on a line normal to said center line of Ohio Turnpike Project No. 1; thence Northeasterly on a line drawn parallel to said center line to a Northerly line of land so conveyed to Paul O. and Carrie C. Meyer; thence Easterly along said Northerly line of land so conveyed to Paul O. and Carrie C. Meyer to the North-easterly corner thereof; thence Southerly along the Easterly line of land so conveyed to Paul O. and Carrie C. Meyer, to a

point distant 200 feet Southeasterly, measured on a line normal to the center line of Ohio Turnpike Project No. 1; thence Southwesterly on a line drawn parallel to said center line, 700 feet to a point; thence Northwesterly 45 feet to a point distant 155 feet Southeasterly, measured on a line normal to said center line of Ohio Turnpike Project No. 1; thence Southwesterly on a line drawn parallel to said center line to its intersection with the center line of Portman Road; thence Westerly along said center line of Portman Road to the place of beginning.

Parcel No. 110-A ---111-H(1) -- Permanent Easement for Highway Purposes.

Situated in the Township of Brownhelm, County of Lorain and State of Ohio and known as being part of Original Brownhelm Township Lot No. 76 and being bounded and described as follows:

Beginning on a line parallel to and distant 140 feet Northwesterly of, measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 15, page 53 of Lorain County Map Records at its intersection with the Westerly line of land conveyed to Paul O. Meyer and Carrie C. Meyer, by deed dated June 27, 1944 and recorded in Volume 335, page 196 of Lorain County Deed Records; thence Northerly along said Westerly line to a line parallel to and distant 200 feet Northwesterly of, measured on a line normal to said center line of Ohio Turnpike Project No. 1; thence Northeasterly on said parallel line to a point on a line normal to said center line at Station 133+33.94; thence Northeasterly to a point distant 246.59 feet Northwesterly of, measured on a line normal to the center line of Ohio Turnpike Project No. 1, at Station 134+18.49 therein; thence Easterly at right angles to the center line of Vermilion Road, 30 feet to a point on said center line; thence Southerly along the center line of Vermilion Road to a line parallel to and distant 140 feet Northwesterly of, measured on a line normal to the center line of Ohio Turnpike Project No. 1, as aforesaid; thence Southwesterly along said parallel line to the place of beginning.

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

Parcel No. 110-A -- 111-H(3) -- Permanent Easement for Drainage Purposes.

Situated in the Township of Brownhelm, County of Lorain and State of Ohio and known as being part of Original Brownhelm Township Lot No. 76, and being all that part of the lands described in the deed to Paul O. Meyer and Carrie C. Meyer, dated June 27, 1944 and recorded in Volume 335, page 196 of Lorain County Deed Records, bounded as follows:

Southeasterly by a line drawn parallel to and 205 feet Northwesterly as measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plats recorded in Volume 15, pages 53 and 54 of Lorain County Map Records; Northwesterly by a line drawn parallel to and 305 feet Northwesterly as measured on a line normal to the center line of said Ohio Turnpike Project No. 1; Southwesterly by a line drawn normal to center line at Station 143+50 of said Ohio Turnpike Project No. 1; Northeasterly by a line drawn normal to center line at Station 145+00 of said Ohio Turnpike Project No. 1.

Parcel No. 110-A - 111-H(4) --Permanent Easement for Drainage Purposes.

Situated in the Township of Brownhelm, County of Lorain and State of Ohio and known as being part of Original Brownhelm Township Lot No. 76, and being all that part of the lands described in the deed to Paul O. Meyer and Carrie C. Meyer, dated June 27, 1944 and recorded in Volume 335, page 196 of Lorain County Deed Records, and bounded as follows:

Northwesterly by a line drawn parallel to and 200 feet Southeasterly, as measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plats recorded in Volume 15, pages 53 and 54 of Lorain County Map Records; Southeasterly by a line drawn parallel to and 430 feet Southeasterly, as measured on a line normal to the centerline of said Ohio Turnpike Project No. 1; Southwesterly by a line drawn normal to center line at Station 144+00 of said Ohio Turnpike Project No. 1; Easterly by the Easterly line of lands described in aforesaid deed.

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 parcel described above as Parcel No. 110-A - 111-H, 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. 256-1953

"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>
David Ban	6737 Broadview Road Seven Hills Village, Ohio
Clara Ban	6737 Broadview Road Seven Hills Village, Ohio
County Auditor of Lorain County	Lorain County Court House Elyria, Ohio
County Treasurer of Lorain County	Lorain County Court House, Elyria, Ohio

The aforementioned property to be appropriated is described as follows:

Parcel No. 119-D -- Fee Simple

Situated in the City of Elyria, County of Lorain and State of Ohio and known as being part of Black A in Gulf Farms Allotment of part of Original Elyria Township Lot No. 162, East of Black River as shown by the recorded plat in Volume 10 of Maps, page 24 of Lorain County Records and being all that part of the lands described in the deed to David Ban, dated April 2, 1946 and recorded in Volume 362, page 581 of Lorain County Deed Records lying Southerly of a line drawn parallel to and distant 190 feet Northerly, measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 15, page 39 of Lorain 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. 257-1953

"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 N. 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>
Cora Bailey Dempsey	337 Third Street Elyria, Ohio
Zanesville Tool and Supply Co.	18 Harrison Street Zanesville, Ohio
County Auditor of Lorain County	Lorain County Court House Elyria, Ohio
County Treasurer of Lorain County	Lorain County Court House Elyria, Ohio

The aforementioned property to be appropriated is described as follows:

Parcel No. 121-C -- Fee Simple

Situated in the Township of Ridgeville, County of Lorain and State of Ohio and known as being part of Original Ridgeville Township Lot No. 46, and being all that part of the lands described in the deed to Joseph N. Bailey and Isabella Bailey, dated April 2, 1900 and recorded in Volume 83, Page 363 of Lorain County Deed Records lying within a strip of land 225 feet wide between parallel lines, the Northerly line of said strip being parallel to and distant 110 feet Northerly, measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 15, Page 36 of Lorain County Map Records, and the Southerly line of said strip being parallel to and distant 115 feet Southerly, measured on a line normal to said center line.

Parcel No. 121-C(1) -- Permanent Easement for Drainage Purposes.

Situated in the Township of Ridgeville, County of Lorain and State of Ohio and known as being part of Original Ridgeville Township Lot No. 46, and bounded as follows:

Southerly by a line drawn parallel to, and distant 110 feet Northeasterly of, measured on a line normal to the centerline of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 15, Page 36 of Lorain County Map Records;

Northerly by a straight line drawn from a point 365 feet Northeasterly, measured on a line normal to said Turnpike centerline at Station 835+00 to a point 350 feet Northeasterly, measured on a line normal to said Turnpike centerline at Station 834+35;

Easterly by a straight line drawn from a point 110 feet Northeasterly, measured on a line normal to said Turnpike centerline at Station 835+70 to a point 365 feet Northeasterly, measured on a line normal to said Turnpike centerline at Station 835+00;

Westerly by the Westerly line of land described in the deed to Joseph N. Bailey and Isabella Bailey and Isabella Bailey, dated April 2, 1900 and recorded in Volume 83, page 363 of Lorain 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 parcel described above as Parcel No. 121-C, 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. 258-1953

"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>
Theodore O. Ritz	Mason Road, Berlin Heights, Ohio
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-A - 100-D -- Fee Simple

Situated in the Township of Berlin, County of Erie and State of Ohio and known as being part of Original Berlin Township Section No. 3, Lot No. 7 in Sub-Range No. 12, and being all that part of Lot No. 7 in Sub-Range No. 12 lying within a strip of land 280 feet wide between parallel lines, the Northerly line of said strip being parallel to and distant 140 feet Northerly, measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plats recorded in Volume 14, Pages 6 and 7 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-A - 100-D(1) -- Permanent Easement for Highway Purposes.

Situated in the Township of Berlin, County of Erie and State of Ohio and known as being part of Original Berlin Township Section No. 3, Lot No. 7 in Sub-Range No. 12 and being all that part of Lot No. 7 in Sub-Range No. 12, bounded and described as follows:

Beginning on the center line of Wikel Road (so-called) at its intersection with the center line of Old Jeffries Road (so-called); thence Southerly along the center line of Wikel Road to its intersection with a line drawn parallel to and 140 feet Northerly as measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plats recorded in Volume 14, Pages 6 and 7 of Erie County Map Records; thence Easterly along said last described parallel line to its intersection with a direct line drawn between a point distant 55 feet Easterly by rectangular measurement from the center line of said Wikel Road, said point being also 130 feet Northerly, as measured on a line normal to the center line of said Turnpike, and a point distant 30 feet Southeasterly by rectangular measurement from a point on the center line of said Old Jeffries Road 499.85 feet North-easterly, as measured along said center line from its intersection with the center line of said Wikel Road; thence North-easterly along the last aforesaid direct line to the point described as being 30 feet Southeasterly by rectangular measurement from a point on the center line of said Old Jeffries Road; thence Northwesterly at right angles to the last described line 30 feet to the center line of said Old Jeffries Road; thence Southwesterly along the center line of said Old Jeffries Road to the place of beginning.

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

Parcel No. 99-A - 100-D (2) -- Permanent Easement for Highway Purposes.

Situated in the Township of Berlin, County of Erie and State of Ohio and known as being part of Original Berlin Township Section No. 3, Lot No. 7 in Subrange No. 12 and being all that part of Lot No. 7 in Subrange No. 12 bounded and described as follows:

Beginning on the center line of Wikel Road (so-called) at a point distant 140 feet Southerly, as measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plats recorded in Volume 14, pages 6 and 7 of Erie County Map Records; thence Southerly along the center line of said Wikel Road to a point distant 560 feet Southerly, as measured along said center line from its intersection with the center line of said Turnpike; thence Easterly at right angles to the center line of Wikel Road 30 feet; thence Northeasterly in a direct line to a point on a line drawn parallel to and 140 feet Southerly, as measured on a line normal to the center line of said Turnpike, said last described point being 75 feet Easterly, as measured along said parallel line from the place of beginning; thence Westerly along said parallel line 75 feet to the place of beginning.

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

Parcel No. 99-A - 100-D(3) -- Permanent Easement for Highway Purposes.

Situated in the Township of Berlin, County of Erie and State of Ohio and known as being part of Original Berlin Township Section No. 3, Lot No. 7 in Subrange No. 12 and being all that part of Lot No. 7 in Subrange No. 12, bounded and described as follows:

Beginning on the center line of Arlington Road at its intersection with a line drawn parallel to and 140 feet Southerly, as measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plats recorded in Volume 14, pages 6 and 7 of Erie County Map Records; thence Westerly along said line drawn parallel to the center line of said Turnpike 70 feet; thence Southeasterly in a direct line to a point distant 35 feet Westerly, by rectangular measurement from a point on the center line of Arlington

Road, 575 feet Southerly, as measured along said center line from its intersection with the center line of said Turnpike; thence Easterly on the last described line drawn at right angles to the center line of Arlington Road 35 feet to the center line; thence Northerly along said center line of Arlington Road to the place of beginning.

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

Situated in the Township of Berlin, County of Erie and State of Ohio and known as being part of Original Berlin Township Section No. 3, Lot No. 7 in Subrange No. 12, and being all that part of Lot No. 7 in Subrange No. 12 bounded and described as follows:

Beginning on the center line of Arlington Road at its intersection with a line drawn parallel to and 140 feet Northerly, as measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plats recorded in Volume 14, pages 6 and 7 of Erie County Map Records; thence Westerly along said line drawn parallel to the center line of said Turnpike 70 feet; thence Northeasterly in a direct line to a point distant 35 feet Westerly, by rectangular measurement from a point on the center line of Arlington Road 625 feet Northerly, as measured along said center line from its intersection with the center line of said Turnpike; thence Easterly on the last described line drawn at right angles to the center line of Arlington Road 35 feet to the center line; thence Southerly along said center line of Arlington Road to the place of beginning.

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

Parcel No. 99-A - 100-D(5) -- Temporary Easement for Detour Road.

Situated in the Township of Berlin, County of Erie and State of Ohio and known as being part of Original Berlin

Township Section No. 3, Lot No. 7 in Subrange No. 12 and being all that part of Lot No. 7 in Subrange No. 12 bounded and described as follows:

Beginning at a point on the center line of Arlington Road (so-called) distant 800 feet Southerly, as measured along said center line from its intersection with the center line of Ohio Turnpike Project No. 1, as shown by plats recorded in Volume 14, pages 6 and 7 of Erie County Map Records; thence Northerly along the center line of Arlington Road 225 feet; thence Westerly at right angles to the center line of Arlington Road 35 feet; thence Northwesterly in a direct line to a point distant 70 feet Westerly, as measured on a line drawn parallel to and 140 feet Southerly, as measured on a line normal to the center line of said Ohio Turnpike; thence Westerly along the last described parallel line to its intersection with a line drawn parallel to and 125 feet Westerly by rectangular measurement from the center line of Arlington Road thence Southerly along the last aforesaid parallel line to its intersection with a line drawn Westerly at right angles to the center line of Arlington Road from the place of beginning thence Easterly in a direct line 125 feet to the place of beginning.

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

Parcel No. 99-A - 100-D(7) -- Permanent Easement for Drainage Purposes.

Situated in the Township of Berlin, County of Erie and State of Ohio and known as being part of Original Berlin Township Section No. 3, Lot No. 7 in Subrange No. 12 and being all that part of Lot No. 7 in Subrange No. 12 and bounded as follows:

Northerly by a line drawn parallel to and 140 feet Southerly, as measured on a line normal to the centerline of Ohio Turnpike Project No. 1, as shown by plats recorded in Volume 14, pages 6 and 7 of Erie County Map Records; Southerly by a line drawn parallel to and 190 feet Southerly, as measured on a line normal to the center line of said Turnpike; Easterly by a line drawn normal to center line

station 850+00 of said Turnpike; Westerly by a direct line drawn between a point distant 30 feet Easterly, by rectangular measurement from a point on the center line of Wikel Road (so-called) 560 feet Southerly, as measured along said center line from its intersection with the center line of said Turnpike and a point distant 75 feet Easterly, as measured along a line drawn parallel to and 140 feet Southerly, as measured on a line normal to the center line of said Turnpike.

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 parcel described above as Parcel No. 99-A - 100-D, 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. 259-1953

"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>
Donald W. Kiser	R. F. D. #1, Fremont, Ohio
Iona A. Kiser	R. F. D. #1, Fremont, 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. 74-E -- Fee Simple.

Situated in the Township of Sandusky, County of Sandusky and State of Ohio and known as being part of Original Sandusky Township Section No. 9, Town 5 North, Range 15 East and being all that part of the lands described in the deed to Donald W. Kiser and Iona A. Kiser, dated April 27, 1945, and recorded in Volume 164, Page 448 of Sandusky County Deed Records lying within a strip of land 240 feet wide between parallel lines, the Northeasterly line of said strip being parallel to and distant 120 feet 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 2b of Sandusky County Map Records, and the Southwesterly line of said strip being parallel to and distant 120 feet Southwesterly, measured on a line normal to the said center line.

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. 260-1953

"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>
Cressida Monroe	R.F.D.#1, Fremont, Ohio
Minerva Hetrick	R.F.D.#1, Fremont, 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. 74-C -- Fee Simple

Situated in the Township of Sandusky, County of Sandusky and State of Ohio and known as being part of Original Sandusky Township Section No. 9, Town 5 North, Range 15 East and bounded and described as follows:

Beginning in the Westerly line of the Northeast Quarter of said Section No. 9, at its intersection with the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 9, page 1C of Sandusky County Map Records; thence Southerly along said Westerly line to its intersection with a line parallel to said center line and distant 140.00 feet Southwesterly therefrom, measured on a line normal to said center line; thence Southeasterly along said parallel line and said line as parallel to said center line as shown by plat recorded in Volume 9, page 20 of Sandusky County Map Records to its intersection with the Southwesterly right of way line of the Wheeling and Lake Erie Railroad Company; thence Northwesterly along said Southwesterly right of way line to its intersection with a line parallel to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 9, page 2C as aforesaid, and distant Northeasterly therefrom 140.00 feet, measured on a line normal to said center line; thence Northwesterly along said parallel and along said line as parallel to said center line as shown by plat recorded in Volume 9, page 1C of Sandusky County Map Records as first aforesaid; to its intersection with the Westerly line of the Northeast Quarter of said Section No. 9; thence Southerly along said Westerly line to the place of beginning.

Parcel No. 74-H -- Fee Simple.

Situated in the Township of Sandusky, County of Sandusky and State of Ohio and known as being part of Original Sandusky Township Section No. 9, Town 5 North, Range 15 East and bounded and described as follows:

Beginning in the Easterly line of said Section No. 9 at its intersection with a line parallel to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 9, page 2C of Sandusky County Map Records and distant Northeasterly therefrom 140.00 feet, measured on a line normal to said center line; thence Northwesterly on said parallel line to its intersection with the Northeasterly right of way line of the Wheeling and Lake Erie Railroad Company (66 feet wide);

thence Southeasterly along said Northeasterly right of way line to its intersection with the Southerly line of the Northerly half of the Northerly half of the Southeasterly quarter of said Section No. 9; thence Easterly along said Southerly line to its intersection with the Easterly line of Section No. 9; 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. 261-1953

"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 there in, to-wit:

<u>Owner(s)</u>	<u>Place of Residence</u>
Robert N. Tucker	250 Acton Road, Columbus, Ohio
Ruth Tucker	250 Acton Road, Columbus, 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. 81A-82H, H(3), H(4) -- 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 16 East and being all that part of the lands described in the deed to Robert N. Tucker and Ruth B. Tucker, dated September 18, 1941, and recorded in Volume 156, page 180 of Sandusky County Deed Records bounded and described as follows:

Beginning on the Southerly line of land so described in said deed to Robert N. Tucker and Ruth B. Tucker at its intersection with a line drawn parallel to, and distant 145 feet Southwesterly of, measured on a line normal to the centerline of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 9, page 20 of Sandusky County Map Records; thence Northwesterly along said parallel line and along said line as parallel to said Turnpike centerline as shown by plat recorded in Volume 9, Page 21 of Sandusky County Map Records, to its intersection with the Westerly line of land so described in said deed to Robert N. Tucker and Ruth B. Tucker as aforesaid; thence Northerly along said Westerly line to its intersection with a line drawn parallel to, and distant 130 feet Northeasterly of, measured

on a line normal to said Turnpike centerline; thence Southeasterly along said parallel line to its intersection with the centerline of State Route No. 12; thence Easterly along said centerline to its intersection with a line drawn parallel to, and distant 145 feet Northeasterly of, measured on a line normal to said Turnpike centerline; thence Southeasterly along said parallel line to its intersection with the Easterly line of land so described in the deed to Robert N. Tucker and Ruth B. Tucker as aforesaid; thence Southerly along said Easterly line to the Southeasterly corner thereof; thence Westerly along the Southerly line of land described in said deed to Robert N. Tucker and Ruth B. Tucker, to the place of beginning.

Parcel No. 81A-82H(1) -- Permanent Easement for Drainage 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 16 East and being all that part of the lands described in the deed to Robert N. Tucker and Ruth B. Tucker, dated September 8, 1941 and recorded in Volume 156, Page 180 of Sandusky County Deed Records and bounded and described as follows:

Beginning on 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 9, pages 20 and 21 of Sandusky County Map Records at its intersection with a line drawn normal to said center line from Station 945+00; thence Northerly along a line forming an angle of 96° in the Northeast Quadrant with the center line of Ohio Turnpike Project No. 1, a distance of 310 feet to a point; thence Easterly along a line forming an angle of 86° in the Southeast Quadrant with the last described line a distance of 110 feet; thence Southerly along a line forming an angle of 105° in the Southwest Quadrant with the last described line a distance of 320 feet to its intersection with a line drawn parallel to and distant 145 feet Northeasterly, measured normal to the center line of Ohio Turnpike; thence Westerly along said parallel line to the center line of State Route No. 12; thence Southwesterly along the center line of State Route No. 12; thence Southwesterly along the center line of State Route No. 12, to its intersection with a line drawn parallel to and distant 130 feet Northeasterly, measured normal to the center line of Ohio Turnpike; thence Westerly along said parallel line to the place of beginning.

Excepting that portion which lies within the bounds of

State Route No. 12, as now established.

Parcel No. 81A-82H(2) -- Permanent Easement for Drainage 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 16 East and being all that part of the lands described in the deed to Robert N. Tucker and Ruth B. Tucker dated September 8, 1941 and recorded in Volume 156, Page 180 of Sandusky County Deed Records and bounded and described as follows:

Beginning on a line drawn parallel to and distant 145 feet Southwesterly, measured normal to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 9, pages 20 and 21 of Sandusky County Map Records, at its intersection with a line normal to said center line from Station 945+20; thence Southeasterly along said parallel line 100 feet; thence Southwesterly at right angles to said center line 220 feet; thence Northwesterly at right angles to the last described line 100 feet; thence Northeasterly at right angles to the last described line 220 feet to the place of beginning.

Parcel No. 81A-82H(5) -- Temporary Easement for Detour Road.

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 16 East and being all that part of the lands described in the deed to Robert N. Tucker and Ruth B. Tucker dated September 8, 1941 and recorded in Volume 156, page 180 of Sandusky County Deed Records bounded and described as follows:

Beginning at a point in the center line of Ohio State Route No. 12 distant 560 feet Easterly, measured along said center line from its intersection with the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 9, page 20 of Sandusky County Map Records; thence Northerly at right angles to said center line of State Route No. 12, 30 feet to a point; thence Northwesterly

in a direct line to its intersection with a line drawn 90 feet Northerly by rectangular measurement from a point in the center line of State Route No. 12 distant 430 feet Easterly, measured along said center line from its intersection with the center line of Ohio Turnpike Project No. 1; thence Southwesterly in a direct line to a point in the center line of State Route No. 12 distant 416.1 feet Easterly, measured along said center line from its intersection with the center line of Ohio Turnpike Project No. 1; thence Easterly along said centerline of State Route No. 12, to the place of beginning.

Excepting therefrom that portion thereof lying within the bounds of State Route No. 12, as now established.

Parcel No. 81A-82H(6) -- Temporary Easement for Detour Road.

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 16 East and being all that part of the lands described in the deed to Robert N. Tucker and Ruth B. Tucker, dated September 8, 1941 and recorded in Volume 156, page 180 of Sandusky County Deed Records bounded and described as follows:

Beginning on 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 9, page 21 of Sandusky County Map Records, at its intersection with a line drawn normal to said center line from Station 945+00 thereof; thence Northerly in a direct line to its intersection with a line drawn 150 feet Northerly by rectangular measurement from a point on the center line of Ohio State Route No. 12 distant Easterly along said center line 300 feet from the center line of Ohio Turnpike Project No. 1, as aforesaid; thence Southwesterly in a direct line to its intersection with the line drawn parallel to and distant 130 feet Northeasterly by normal measurement from the center line of said Ohio Turnpike Project No. 1, at the intersection of said parallel line with a line drawn Northerly at right angles from a point on the center line of State Route No. 12 distant Easterly along said center line 130 feet from the center line of Ohio Turnpike Project No. 1; thence Southeasterly along said parallel line to the place of beginning.

Excepting therefrom that portion thereof lying within the bounds of State Route No. 12, 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 thereto, in, over, or to the parcel described above as Parcel No. 81A-82H, H(4), 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. 262-1953

"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>
Edward B. Reitz	Route #1, Walbridge, Ohio
Charlotte C. Reitz	Route #1, Walbridge, 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. 56-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 7 North, Range 12 East and being all that part of the lands described in deed to Edward B. Reitz, dated September 3, 1929 and recorded in Volume 155, Page 619 of Wood County Deed Records lying within a strip of land 240 feet wide between parallel lines, the Northeasterly line of said strip being parallel to and distant 120 feet Northeasterly, measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plats recorded in Volume 10, Pages 68 and 69 of Wood County Map Records, and the Southwesterly line of said strip being parallel to and distant 120 feet Southwesterly, measured on a line normal to said center line.

Parcel No. 56E(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. 30, Township 7 North, Range 12 East and being all that part of the lands described in the deed to Edward B. Reitz, dated September 3, 1929 and recorded in Volume 155, Page 619 of Wood County Deed Records and bounded and described as follows:

Beginning on the Northerly line of land conveyed to Edward B. Reitz, by deed aforesaid, at its intersection with a line drawn parallel to and distant 120 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 68 and 69 of Wood County Map Records; thence Easterly along the Northerly line of land so conveyed to Edward B. Reitz, to a point distant 1200 feet Easterly, measured along said Northerly line from its intersection with the Westerly line of said Township Section No. 30; thence Southerly along a line at right angles with the last described line 30 feet; thence Westerly in a direct line to a point distant 40 feet Southerly by right angle measurement from a point in the Northerly line of land conveyed to Edward B. Reitz, as aforesaid distant 1100 feet Easterly, measured along

said Northerly line from its intersection with the Westerly line of said Township Section No. 30; thence Westerly along a line parallel to the Northerly line of land so conveyed to Edward B. Reitz, to its intersection with a line drawn parallel to and distant 120 feet Northeasterly, measured on a line normal to, the center line of said Ohio Turnpike Project No. 1; thence Northwesterly along a line drawn parallel to and distant 120 feet Northeasterly, measured on a line normal to, the center line of said Ohio Turnpike Project No. 1, to the place of beginning.

Excepting therefrom so much of the above described premises lying within the lines of Latcha Road, as now established.

Parcel No. 56E(2) -- 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. 30, Township 7 North, Range 12 East and being all that part of the lands described in the deed to Edward B. Reitz, dated September 3, 1929 and recorded in Volume 155, Page 619 of Wood County Deed Records bounded and described as follows:

Beginning on the Westerly line of said Township Section No. 30 at its intersection with the Northerly line of land conveyed to Edward B. Reitz, by deed aforesaid; thence Southerly along said Westerly line of Township Section No. 30, 556.26 feet; thence Easterly along a line drawn at right angles to said Westerly Section line, 30 feet; thence Northerly in a direct line, the Northerly prolongation of said line passing through a point distant 80 feet Easterly by rectangular measurement from a point in the Westerly line of Township Section No. 19, distant 43.74 feet Northerly, measured along said Westerly line of Section No. 19, from the place of beginning, to the Northerly line of land conveyed to Edward B. Reitz, as aforesaid; thence Westerly along the Northerly line of land so conveyed to Edward B. Reitz to the place of beginning. Excepting therefrom that portion thereof lying within the bounds of Tracy Road and Latcha Road, as now established.

Parcel No. 56E(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. 30, Township 7 North, Range 12 East and being all that part of the lands described in the deed to Edward B. Reitz, dated September 3, 1929, and recorded in Volume 155, Page 619 of Wood County Deed Records and known as being a strip of land 100 feet wide between parallel lines, the center line of said strip of land being described as follows:

Beginning on the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 10, Page 68 of Wood County Map Records at Station 263+19; thence Northeasterly forming an angle of 67° , Northeast to Southeast, with said center line to its intersection with a line drawn parallel to and distant 120 feet Northeasterly, measured on a line normal to the center line of said Ohio Turnpike Project No. 1, as aforesaid, and the principal place of beginning; thence Northeasterly along the last described line 100 feet.

Parcel No. 56E(5) -- 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. 30, Township 7 North, Range 12 East and being all that part of the lands described in the deed to Edward B. Reitz, dated September 3, 1929, and recorded in Volume 155, Page 619 of Wood County Deed Records and known as being a strip of land 100 feet wide between parallel lines the center line of said strip of land being described as follows:

Beginning on the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 10, Page 68 of Wood County Map Records at Station 263+19; thence Southwesterly forming an angle of 67° , Northwest to Southwest, with said center line, to its intersection with a line drawn parallel to and distant 120 feet Southwesterly, measured on a line normal to the center line of said Ohio Turnpike Project No. 1, as aforesaid and the principal place of beginning; thence continuing Southwesterly 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 parcel described above as Parcel No. 56-E, 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. 263-1953

"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 Lewis Swartz	R. F. D. #3, Perrysburg, Ohio
W. G. Reitz	Perrysburg Township Wood County, Ohio

<u>Owner(s)</u>	<u>Place of Residence</u>
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. 55-F -- Fee Simple

Situated in the Township of Perrysburg, County of Wood and State of Ohio and known as being part of Original Perrysburg Township Section No. 12, Town 4 United States Reserve and being all that part of the lands described in the deed to Henry Lewis Swartz, dated January 24, 1914 and recorded in Volume 170, page 298 of Wood County Deed Records lying Northeasterly of a line drawn parallel to and distant 120 feet Southerly, measured on a line normal to the centerline of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 10, page 68 of Wood County Map Records.

Parcel No. 55-F(2) -- Permanent Easement for Highway Purposes.

Situated in the Township of Perrysburg, County of Wood and State of Ohio and known as being part of Original Perrysburg Township Section No. 12, Town 4, United States Reserve and being all that part of lands described in the deed to Henry Lewis Swartz, dated January 24, 1914 and recorded in Volume 170, page 298 of Wood County Deed Records, bounded and described as follows:

Beginning on the Easterly line of land so conveyed to Henry Lewis Swartz at its intersection with a line drawn parallel to and distant Southwesterly 120 feet, measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 10, page 68 of Wood County Map

Records; thence Northwesterly along said parallel line to a point distant 85 feet Westerly, at right angle measurement from the Easterly line so conveyed to Henry Lewis Swartz; thence Southerly parallel to the Easterly line of land so conveyed to a point distant 85 feet Westerly, at right angle measurement, from a point on the Easterly line of land so conveyed, distant Southerly 159.81 feet, measured along said Easterly line, from its intersection with the center line of Ohio Turnpike Project No. 1; thence Southerly to a point distant 50 feet Westerly, at right angle measurement, from a point on the Easterly line of land so conveyed, distant Southerly 309.81 feet, measured along said Easterly line from its intersection with the center line of Ohio Turnpike Project No. 1; thence along a straight line to the Southerly line of land so conveyed, which straight line if prolonged would intersect a point distant 30 feet Westerly, at right angle measurement, from a point on the Easterly line of land conveyed to Mary E. Heinig, by deed recorded in Volume 230, page 405 of Wood County Deed Records distant Southerly 509.81 feet measured along said Easterly line and its prolongation from its intersection with the center line of Ohio Turnpike Project No. 1; thence Easterly along the Southerly line of land so conveyed to Henry Lewis Swartz as first aforesaid, to the Southeasterly corner thereof; thence Northerly along the Easterly line of land so conveyed to the place of beginning.

Excepting therefrom that portion thereof lying within the bounds of Oregon 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 parcel described above as

Parcel No. 55-F, 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. 264-1953

"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 ~~app~~ropriation 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>
Crystal J. Merrill	Garden Road, Holland, Ohio
Fred D. Merrill	Garden Road, Holland, 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. 46-F -- Fee Simple.

Situated in the Township of Springfield, County of Lucas and State of Ohio and known as being part of Original Springfield Township Section No. 30, Town Two (2) United States Reserve of Twelve (12) Miles Square at the foot of the Rapids of the Miami of Lake Erie, and being all that part of the lands described in the deed to Crystal J. Merrill, dated April 27, 1944 and recorded in Volume 1205, page 291 of Lucas County Deed Records lying within a strip of land 260 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 48, page 96 of Lucas County Map Records, and the Southerly line of said strip being parallel to and distant 130 feet Southerly, measured on a line normal to said center line.

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. 265-1953

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>
Millard C. Stacey	R. F. D. #1, West Unity, Ohio
Audrey Stacey	R. F. D. #1, West Unity, Ohio
Paul E. Stacey	R. F. D. #1, West Unity, Ohio
County Auditor of Williams County	Williams County Court Bryan, Ohio
County Treasurer of Williams County	Williams County Court House Bryan, Ohio

The aforementioned property to be appropriated is described as follows:

Parcel No. 18-A -- Fee Simple

Situated in the Township of Brady, County of Williams and State of Ohio and known as being part of Original Brady Township Section No. 34, Town 8 North, Range 4 East, and being all that part of the lands described in the Affidavit of Descent in the Matter of the Estate of Samuel Clifton, deceased, dated April 15, 1920, and recorded in Volume 117, Page 51 of Williams County Deed Records lying within a strip of land 230 feet wide between parallel lines, the Northerly line of said strip being parallel to and distant 120 feet Northerly measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 5, Pages 38 and 39 of Williams County Map Records, and the Southerly line of said strip being parallel to and distant 110 feet Southerly measured on a line normal to said center line.

Parcel No. 19-F -- Fee Simple

Situated in the Township of Brady, County of Williams and State of Ohio, and known as being part of Original Brady Township, Section No. 34, Town 8 North, Range 4 East, and being all that part of the lands described in the deed to Millard C. Stacey dated June 28, 1946, and recorded in Volume 164, Page 268 of Williams County Deed Records lying within a strip of land 240 feet wide between parallel lines, the Northeasterly line of said strip being parallel to and distant 120 feet Northeasterly measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plats recorded in Volume 5, Pages 39 and 40 of Williams County Map Records, and the Southwesterly line of said strip being parallel to and distant 120 feet Southwesterly measured on a line normal to the said center line.

Parcel No. 19-F(1) -- Permanent Easement for Drainage Purposes.

Situated in the Township of Brady, County of Williams and State of Ohio and known as being part of Original Brady Township Section No. 34, Town 8 North, Range 4 East, and being all that part of the lands described in the deed to Millard C. Stacey dated June 28, 1946 and recorded in Volume 164, Page 268 of Williams County Deed Records, and bounded and described as follows:

Beginning at the intersection of the Easterly line of lands deeded to Millard C. Stacey as aforesaid, with a line drawn parallel to and distant 120 feet Southwesterly measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 5, Pages 39 and 40 of Williams County Map Records; thence Northwesterly along said line parallel to the center line of Ohio Turnpike Project No. 1 to a point on a line drawn Southwesterly from Station 1166+50 on a line normal to the center line of Ohio Turnpike Project No. 1; thence Southwesterly along last described line 40 feet; thence Southeasterly along a straight line to its intersection with the Easterly line of lands deeded to Millard C. Stacey as aforesaid; thence Northerly along said Easterly line of lands conveyed to Millard C. Stacey as aforesaid, 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 parcels described above as Parcels Nos. 18-A and 19-F, 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."

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

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

Nays, none.

The Chairman declared the resolutions adopted.

Mr. McKay requested a report on the status of right-of-way for those contracts for which bids would be received on July 22, July 29, and August 5, 1953. The General Counsel reported thereon in a general way and advised the Commission that a detailed report would be presented at a later meeting of the Commission. The General Counsel reported with respect to Wood County that three cases which had been in condemnation in that county had been settled at the Commission's own figures, and that another case which had been thought to require condemnation action also had been settled. He said that the Judge in Wood County was cooperating in every possible way to speed up the handling of cases in that County, although there were still a number remaining. He described to the Commission the several time-consuming steps which were required before a condemnation case could be brought to trial.

In response to a question of the Chairman, the General Counsel advised the Commission that there had been no problems so far as he knew with property owners of the City of Maumee, since the time when the cases were decided adversely to the plaintiffs in the litigation that was pending there some months earlier. He said that there was a large number of small parcels of property in the general area of Maumee which had meant a considerably greater amount of title work and individual appraisals and negotiations for a relatively limited length of turnpike than was true in the average situation, and that a large proposed real estate development near Maumee had presented substantial valuation and damages questions for both the right-of-way section, the engineers and General Counsel. Mr. Donnelly pointed out that in construction section C-47, which includes the Maumee area, 82% of the mainline right-of-way parcels had been acquired as of June 17, 1953.

Mr. Teagarden said that he found general good will toward the Commission in that section of the state.

Resolution No. 266-1953, ratifying actions of administrative officers, was moved for adoption by Mr. Teagarden and seconded by Mr. Allen, as follows:

Resolution No. 266-1953

"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, fully advised the members of the Commission with respect to their official actions taken on behalf of the Commission since the Commission's last meeting, 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 June 9, 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, Allen, McKay, Shocknessy, Linzell.

Nays, none.

The Chairman declared the resolution adopted.

The Chairman announced that the meeting would stand in recess until 2:00 o'clock P. M. and that after the recess the Elyria matter would be taken up.

The meeting was recessed at 12:30 P. M.

At 2:00 P. M. June 23, 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 recommended that the Commission meet weekly on Thursdays beginning July 2, 1953, and continuing through September 10, 1953. This arrangement was suitable to each member of the Commission and the Chairman announced tentatively that the Commission would meet at 11:00 A. M. on each Thursday beginning July 2, 1953, and continuing through September 10, 1953. He said that there would be a special call issued for each special meeting, and that the arrangement would permit of dispensing with the regular meetings in August and September.

The Chairman then asked Mr. John Lansdale of Squire, Sanders & Dempsey, Special Counsel to the Commission, to review the negotiations which had been conducted on behalf of the Commission with the officials of the City of Elyria. Mr. Lansdale stated that the Commission had been advised at its meeting on February 3, 1953, of the strong objections of the City of Elyria to the duly adopted route of the Turnpike through the northerly edge of that city, and that the city had employed Wilbur Watson Associates, Consulting Engineers, to make a study

of the Turnpike route and to propose an alternative route. He said that at the February 3 meeting the Commission had selected Mr. Kauer, Mr. Donnelly and Mr. Hartshorne to serve as a committee to examine the Wilbur Watson report and to talk with Elyria officials; that that had been done and the committee had prepared a report which was submitted to the Commission on March 7, 1953, in which the Wilbur Watson report had been analyzed and found wanting in many respects including the fact that the route proposed by the City of Elyria was some \$1,200,000 more costly than the route adopted by the Turnpike Commission. Mr. Lansdale said that the officials of Elyria had been in communication with representatives of the Commission after March 7, 1953, and that a conference had been held in the offices of Squire, Sanders & Dempsey in Cleveland about March 21, 1953, at which conference Mr. Robert Shoup, a special counsel for the City of Elyria, together with Mr. Baird the solicitor of Elyria, Mr. Powell the chief engineer, and other administrative officials of Elyria were present. Mr. Lansdale said that at that conference the representatives of the City of Elyria had reiterated their very strong belief that the Turnpike should be moved, and that the Commission had given inadequate consideration to it.

Mr. Lansdale said that at the conference in Cleveland he had suggested that the engineers for the Commission and for the City of Elyria should confer in order to reach agreement on the differential in cost, if any, between the two proposed routes, after which a committee from the Commission consisting of Mr. Ellis Root of the Greiner Company, Mr. Ralph Lehman, assistant to the chief engineer, and Mr. C. W. Hartford, Chief of the Right-of-way Section, was formed and met with the representatives of the City of Elyria in conferences which extended over a number of weeks. He said that as a result of those conferences the engineers reached agreement on the estimated comparative construction cost of the two routes. He said that the Commission's committee then prepared a recommendation to the Commission, a copy of which was sent to the officials of the City of Elyria by letter dated June 2, 1953, which suggested various measures by way of accommodation of the sewage system, bridges for the various streets and highways crossing the Turnpike in that area, and which

recited the agreed-upon differential in cost of the two routes. The letter further pointed out that the Committee was not stating to the Commission that there possibly should not be other concessions to Elyria that the Committee did not know about at that time, and suggested that if there were other concessions suggested that the Commission ought seriously to consider them.

Mr. Lansdale then referred to a conference which had been held between representatives of the City of Elyria and representatives of the Ohio Turnpike Commission, at which the Chairman had been present as a spectator, in the offices of the Commission on June 17, 1953, and stated that a transcript of the proceedings of the conference had been prepared and sent to each member of the Commission, that all members of the Commission to his knowledge had read the transcript and were familiar with it. He said that in substance the City of Elyria had rejected flatly and absolutely any suggestion under which the Turnpike would follow its presently adopted route, and that the City of Elyria had taken the position that there was no accommodation which the Commission could make to meet the specific objections of the City of Elyria other than moving the Turnpike. Mr. Lansdale stated that, in his judgment, the letter of June 2, 1953, represented a real effort to meet the specific objections of the City of Elyria. He pointed out, however, that the specific objections of the city had not been discussed at the conference on June 17, 1953, with one exception which was the suggestion that the Commission provide in some fashion for a bridge for the City of Elyria across the Black River. He said that one of the complaints of the City of Elyria was that a master plan which had been prepared by Ladislav Segoe of Cincinnati for the development of Elyria called for the construction of a parkway sometime after ten years from the adoption of the plan which would cross the Black River at approximately the location which had been selected for the crossing by the Turnpike. Mr. Lansdale then proceeded to describe the report by Ladislav Segoe as a comprehensive "master plan of Elyria and its environs" which developed plans for new streets, widening existing streets and other improvements, comprising a comprehensive plan for the future

Mr. Lansdale reported that during the time of the negotiations with the City of Elyria many communications had come to the Commission and to the Governor of Ohio from residents and interested people of Richville Township and Elyria Township outside the corporate limits of the City of Elyria, vigorously objecting to any change in the turnpike location. He read the following telegrams to the Commission:

"North Ridgeville, Ohio, June 23, 1953, 8:48 AM

The Ohio Turnpike Commission, James W.

Shocknessy, 139 East Gay Street, Columbus,

Ohio

The Elyria request for change of Turnpike route would be a damaging blow to our township tax valuation future business district and planning. We are opposed to the change.

Ridgeville Township Trustees
Albert Diedrich, Harris
Fortune and Ernest Herron."

"Elyria, Ohio, June 23, 1953, 8:08 AM

James D. Hartshorne, Ohio Turnpike Commission
139 East Gay Street, Columbus, Ohio

We are against changing the Turnpike from its original route named for it.

Mr. and Mrs. Walter Orr."

"Elyria, Ohio, June 23, 8:10 AM

The Ohio Turnpike Commission, Care James D.
Hartshorne 139 E. Gay Street, Columbus, Ohio

Definitely oppose change in Turnpike plans.

Mr. and Mrs. Thomas Capri."

"North Ridgeville, Ohio, June 23, 7:42 AM

The Ohio Turnpike Commission, Care James D. Hartshorne
139 East Gay Street, Columbus, Ohio

We definitely do not want Turnpike through Ridgeville.
Please do what you can for us.

Agnes M. Mitchell."

"Elyria, Ohio, June 23, 7:58 AM

The Ohio Turnpike Commission, Care James D. Hartshorne
139 East Gay Street, Columbus, Ohio

We are very much opposed to plan proposed
by Elyria.

N. W. Linde and Agnes Weiler
North Ridgeville Property owners."

"North Ridgeville, Ohio, June 23, 7:42 AM

The Ohio Turnpike Commission, Care James D. Hartshorne,
139 East Gay Street, Columbus, Ohio

Changing location of Turnpike at Ridgeville will
divide center of village. I am not in favor.

V. A. Mitchell. "

"North Ridgefield, Ohio, June 23, 4:05 AM

James D. Hartshorn, Ohio Turnpike Commission
139 East Gay Street, Columbus, Ohio

As resident of North Ridgeville we oppose Elyria's
request to change the approved Turnpike route because
of questionable legality motive procedure and personal
aggrandizement at the expense of the general public.

Lefferd B. and Queenie Haughwout
Road North Ridgeville, Ohio."

Mr. Lansdale then referred to a letter under date
of February 19, 1953, signed by twenty-two residents
of Lorain County, expressing their serious opposition
to any change in the location of the Turnpike. He then

handed to the Commission five telegrams to the same purport from residents of Elyria Township. Mr. Lansdale reminded the Commission that it had received from its General Counsel his opinion that the change in route proposed would require the approval of the Governor of Ohio, the approval of the Consulting Engineer, and a certification by the Consulting Engineer that such change would not materially increase the cost of the Turnpike. In response to a question from the Chairman, Mr. Lansdale stated that in his opinion the entire controversy derived from what the City of Elyria considered to be an interference which the Turnpike would make with the so-called Segoe Report Plan. The Chairman inquired as to the amount of examination which had been given to the validity of the Segoe Report, and Mr. Lansdale stated that the representatives of the Commission had not directed their attention specifically to the validity of the Segoe Report as such. He said, however, that in his judgment and that of the other Commission representatives there was no substantial interference with the Segoe Report occasioned by the adopted location of the Turnpike.

Mr. McKay inquired as to whether the differential in cost between the adopted route and the proposed new location had included the concessions proposed to be made in the letter of June 2, 1953, and Mr. Donnelly replied that the cost of the concessions had not been so included, and that such costs would aggregate \$261,000. Mr. Donnelly stated also that the investment of the Commission in engineering plans for Construction Sections 22 and 23, which included the area in dispute, was approximately \$300,000.

Mr. McKay inquired as to the cost of right-of-way already acquired in Contract Sections 22 and 23, and Mr. Kauer replied that approximately 78% of the main-line parcels in those sections had been acquired by the Commission, but that the cost of that particular land acquisition was not yet known.

Mr. McKay pointed out that as an official of the United States Bureau of Public Roads, he had recommended in 1927 the construction of a bridge across

the Black River at the approximate location of the proposed crossing by the Turnpike and that in the succeeding 25 years nothing had developed toward such construction. He pointed out also that in 17 to 20 years when the Turnpike Commission's bonds had been retired the Turnpike project would become a limited access freeway; that additional limited access would probably then be provided to the freeway; and that the City of Elyria would then probably have obtained a bridge across the Black River at no cost.

After general discussion of the matter among the several members of the Commission, the Chairman requested that Mr. Lansdale present to the Commission any spokesmen for the opposition to the recommendation of the City of Elyria. Mr. Lansdale then presented Mr. John Koepp, Chairman of the Board of Trustees of Elyria Township. Mr. Koepp protested any relocation of the turnpike as proposed by the City of Elyria because such relocation would cut Elyria Township virtually in half, would take about 60% of the taxable property of Elyria Township, and would divide the school districts of the Township. He pointed out that the City of Elyria had a program for annexation of portions of Elyria Township, and that the line proposed by the City of Elyria included territory involved in that annexation program. He said that the residents of Elyria Township were opposed to annexation, and that they were not opposed to the Turnpike in its adopted location. Mr. Koepp stated that a very large installation of the Ohio Edison Company would probably interfere with the proposed relocation of the Turnpike in the vicinity of State Route 57 interchange.

Mr. Lansdale then presented Mr. Richard A. Miller of Elyria Township, who explained his educational qualifications as a city planner and who then challenged the validity of the Segoe plan for Elyria. He pointed out that the Segoe Plan did not provide for planning of the environs of Elyria and so did not encompass a sufficient area to deal adequately with the planning problems. He said that there were serious questions as to the financial ability of the City of Elyria to provide the services specified by the plan, and he said that there was apparently nothing sacrosanct about the plan since major departures from the plan had already been approved by the city council. Mr.

Miller questioned the validity of a number of other elements of the Segoe Plan, and took issue with the arguments raised by the City of Elyria as to interference of the adopted Turnpike location with the Segoe Plan. Mr. Miller concluded his statement with the expression of his opinion that if there was a legal contention between the City of Elyria and the Turnpike Commission, the place for that contention to be expressed was in the courts. He urged the Commission to reject the request of the City of Elyria.

The Chairman expressed the pleasure both of himself and of the Commission, over the analysis of the problem by Mr. Miller, and observed that the Segoe Report seemed to be the foundation of the controversy. He stated that the Commission had always striven to uphold the principle of respect for local wishes insofar as it could conscientiously do so. He said that while the Commission had never veered from its position merely because of threat of litigation, nevertheless it would do anything within reason to avoid litigation, and that the letter of June 2, 1953, represented an expression of the Commission indicative of its reasonableness and willingness to seek a solution that would be acceptable both to the City of Elyria and to the Commission. The Chairman said that the Commission did not in its letter of June 2, 1953 close the door to any further reasonable concession which it might make, but the city had advised that it was unwilling to give consideration to any solution which did not envision the removal of the Turnpike from the contemplated location.

Mr. Lansdale then presented Mrs. K. Melton of Ridgeville Township, who stated there was no objection to the adopted location of the Turnpike through Ridgeville Township, but that there would be serious objection to the location proposed by the City of Elyria since it would cut the Township diagonally and would increase materially the amount of valuable taxable property taken from the Township. Mrs. Melton questioned the right of the city of Elyria to establish the location for a turnpike through Ridgeville Township.

Mr. Lansdale then presented Mrs. R. W. Johnson, secretary of the Elyria Township Civic and Suburban

League, Mrs. Johnson voiced the objections of the residents of Elyria Township to the proposed change in location of the Turnpike and stated her opinion that the great proportion of the citizens of Elyria were not opposed to the adopted location of the project. She stated that on three different occasions residents of Elyria Township had been barred from conferences with representatives of the Commission in Elyria by officials of the City of Elyria.

The Chairman then announced that if Mr. Robert Shoup of Cleveland, special counsel for the City of Elyria, who was present at the meeting wished to speak to the Commission about anything in addition to those matters which had been covered by the transcript of the conference of June 17, 1953, the Commission would hear from him. Mr. Shoup said that the City of Elyria had stated its position emphatically, clearly, and frankly and had given the Commission all of the reasons why it believed that it was utterly bad planning to take the Turnpike through the City of Elyria. He then read the following letter under date of October 4, 1951, which Ladislas Segoe and Associates had transmitted to the Mayor of the City of Elyria:

"Honorable H. W. Ault
City of Elyria
City Hall
Elyria, Ohio

Dear Mayor Ault:

We have noted from the maps received yesterday from your office the proposed location and profile of the turnpike in the Elyria area.

In line with general principles and practice in similar cases, the Master Plan contemplated that any turnpike, if built, would be located beyond the urban and urbanizing area of Elyria somewhere between Elyria and Lorain. Consequently, the location now proposed is inconsistent and in many respects in conflict with the Plan. These inconsistencies and conflicts can, of course, be determined by reference

to the several reports on the Plan which have been submitted to and adopted by the Planning Commission.

For a further demonstration and understanding of these inconsistencies and conflicts, the turnpike route as now proposed has been plotted on the enclosed maps, neither of which has as yet been formally submitted to the Planning Commission: Land Use Plan (which is a composite picture of the Master Plan recommendations), and Proposed Annexation (which shows outlying areas proposed to be annexed to the city in due course).

The proposed route would constitute a barrier to expansion in the most pronounced direction of growth, would be likely to arrest such growth and depreciate property values and the desirability of the area. The route would separate urban and urbanizing sections which are parts of appropriate service areas of community facilities of various types - schools, recreation areas, shopping center, etc. - and thus parts of logical neighborhoods or sub-communities.

Residential expansion northward is clearly in evidence, and Master Plan studies of population, land use and other subjects reveal that such expansion is not only desirable but necessary. Population trends indicate that as much as two-thirds of the future population growth within the city may be expected to occur in the two northerly sub-communities, these parts expanding at about twice the rate of those south of the New York Central. Likewise suburban growth doubtless will be principally to the north, leading to annexation recommendations of the Master Plan wherein nearly three-fourths of the aggregate areas proposed to be added is to the north.

Not only would the proposed turnpike location disrupt the minor street system, as portrayed in the Land Use Plan, but would preempt the location of, and most likely rule out, a badly needed local crosstown trafficway - the proposed Hilliard Parkway. The turnpike would be useless to meet this need, and the proposed parkway, as a parallel local trafficway, would be of little value because virtually

all streets to one side would fail to have access to it as is essential if it is to function as intended - as a crosstown traffic collector and distributor. There would be little if any likelihood of any continuous north-south local street between Gulf and Abbee Roads in view of the proposed turnpike profile which would leave inadequate clearance for a crossing except near the two roads mentioned.

Proposed shopping centers in both the northwest and northeast sections (especially the latter, where initial steps toward appropriate zoning already have been taken) would be cut off or largely inaccessible from their natural trade areas.

School attendance districts centered on proposed junior high schools in both northerly sections of the community would be divided. A sizeable part of the Catholic High School site would be lost. The proposed route would adjoin, and in the northeast section cut through, proposed playfields. The site of a neighborhood part, to be centrally located in the northeast section where no satisfactory alternate location can be found, and where steps already have been taken toward property acquisition, would be preempted.

The turnpike location, as proposed, violates the principle and practice wherein such a facility desirably should skirt, rather than cut through, areas of urbanization - in this case, areas especially desirable and needed for further urban expansion of a desirable type.

The turnpike, as proposed, creating either a "gash" or a "wall" depending on whether it is elevated or depressed, would not only occasion inconvenience and possible nuisance effect, but would depress property values and lead to the expensive and less desirable provision of additional community service facilities, as suggested above, such as shopping centers, schools, parks and playgrounds, let alone creating problems of utility changes and extensions, due to the illogical divisions which would result.

We regret that our current contract with the City doesn't cover the detailed studies both in the office and on the ground that would be necessary for a fully adequate evaluation of the proposed turnpike route in relation to the present and desirable future development of Elyria under the Master Plan, and possibly for selecting one or more alternate routes for the proposed turnpike that would be consistent with and thus would not impair such

developments. However, we trust that the foregoing will be of some assistance.

Sincerely yours,

LADISLAS SEGOE AND ASSOCIATES

/s/ C. W. Matthews"

Mr. McKay pointed out that the arguments which had been presented to the Commission by the City of Cleveland in an effort to move the Turnpike closer to the City of Cleveland, had been entirely the reverse of those being presented by the City of Elyria. He stated his opinion that it was easy to obtain a conflict of opinions among experts in the field of City Planning. There was extended discussion between Mr. Shoup and the several members of the Commission, during which Mr. Shoup stated that the adopted location of the Turnpike would affect a Catholic school and a proposed Jewish Synagogue. Mr. Shoup also stated that the turnpike route was opposed in Elyria by the Major, the city council, the county commissioners of Lorain County, the county engineer, the chamber of commerce of Elyria, the manufacturers association, the labor groups, the newspaper, the Catholic, Protestant and Jewish groups in Elyria, and the P. T. A. groups in Elyria. He then repeated to the Commission portions of the argument which had been made in the conference in the Commission's offices on June 17, 1953, and concluded his presentation with the statement that he had been instructed by the city and its officials and its civic groups that they cannot countenance the road through the City of Elyria.

The Chairman stated that he would entertain a motion for a resolution to change the line of Ohio Turnpike Project No. 1 in the vicinity of Elyria or anyplace else. Each member of the Commission was interrogated in turn as to whether or not he wished to make a motion for such a resolution. There was no resolution offered.

Mr. Shoup then made the following statement:

"We regret exceedingly your unwise, unsound decision. For a few dollars, this commission is now inviting the hostility and the necessary conduct of action that Elyria must pursue in order to protect itself. The location of this route

presents Elyria with an impossible and intolerable situation. We cannot countenance this location for the reasons heretofore given. All leading planning authorities condemn this route. It was selected solely for reasons of economy and all expense of a thriving, growing Ohio city at that expense which has, at considerable expense and effort, proceeded to develop a natural and desirable plan for the city. The commission, without any regard whatsoever for the interests of Elyria and without consultation or conference, adopted a route through Elyria as recommended by an out-of-state engineering firm for whose benefit interstate travelers and long haul intrastate traffic. Surely the legislature never intended, and the courts of this state will never permit, such arbitrary, unreasonable, and captious action. Elyria does not desire to delay this great public project entrusted in your hands, but it cannot remain still while this commission and its consulting engineers perpetrate permanent incalculable damage on Elyria, its residents -- men, women, and children, -- its playgrounds, schools, parks, churches, shopping centers, and other community activities. Your refusal to adhere to accepted planning of toll roads around municipalities compels the City of Elyria and all its residents to defend themselves against this arbitrary action in an effort to protect their community and well-being. We believe that the people of this state and the courts of Ohio will accord to Elyria their sympathy and protection against this arbitrary abuse of discretion."

Mr. McKay summarized his understanding of the relative costs of the adopted location and the proposed alternative location and stated his conclusion that the fear of damages to the City of Elyria would turn into surprise at the removal of heavy volumes of truck and passenger car traffic now moving through the city east and west.

The Chairman stated his belief that the line as adopted by the Commission in September, 1951, and as approved by the Governor and upon which the Commission had proceeded continued to be the most feasible route for Ohio Turnpike Project No. 1, and that no information had been offered which convinced him otherwise. He stated

that his determinations had never been based upon cost alone and they were not with respect to the line at Elyria or elsewhere. He stated that he did not consider pure economy to be the sole determining factor.

Mr. Teagarden said that the Elyria situation appeared to him to be no different from the situation which had previously existed at Maumee.

The Chairman concluded the discussion upon the Elyria problem by stating that the failure of the Commission to take any action did not indicate any unwillingness to compose any differences that might exist, but that the Commission stood ready to compose differences in a reasonable way.

There being no further business to come before the Commission a motion was made by Mr. Allen, seconded by Mr. McKay 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, McKay, Teagarden, Linzell, Shocknessy.

Nays, none.

The Chairman declared the meeting adjourned. The time of adjournment was 4:20 o'clock P. M.

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


A. J. Allen, Secretary-Treasurer.