

MINUTES OF THE SEVENTY-THIRD MEETING
SEPTEMBER 1, 1953

Pursuant to call of the Chairman the Ohio Turnpike Commission met in regular open session in the City Council committee room in the City Hall in Cleveland, Ohio, at 10:10 A. M. on September 1, 1953, with the key members of its staff, representatives of the Consulting Engineers, 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, McKay, Linzell, Shocknessy.

Absent: None.

The Chairman announced that a quorum was present.

The Chairman expressed the gratitude of the Commission to the City of Cleveland, to the Mayor and to the City Council for the hospitality extended to the Commission and for providing a meeting room. He asked the Executive Assistant to advise the mayor and the City Council to that effect, and he mentioned especially the secretary to the mayor, Mr. Emil Bartunek, emphasizing his kindness and helpfulness in completing the arrangements for the meeting.

The Chairman said that the minutes of the meeting of August 4, 1953, which had been submitted to the members for correction, were before the Commission and were ready for approval and he expressed his belief that they could be approved without reading.

A motion was made by Mr. Teagarden, seconded by Mr. Linzell, that the reading of the minutes of the meeting of August 4, 1953, be dispensed with, and that they be approved as presented.

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

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

Nays, none.

The Chairman declared the motion adopted.

The Chairman said that the Commission was very happy to be in Cleveland and to do business in the presence of that great city so that the people of Cleveland, without undue inconvenience, might take a look at the Commission and see how it proceeds to conduct its business. He said that the Commission had been unable to meet outside of Columbus in the past year and two or three months. He recalled that the Commission had met at Maumee one time and expressed his belief that it would be the purpose of the Commission to meet elsewhere in the state, thereafter, and stated his hope that as the autumn proceeded the Commission would be able to meet in Toledo, in Youngstown, in Akron and elsewhere where the business of the Commission was of acute public concern. The Chairman added that he hoped the Commission would be able to meet in Cincinnati but added it might well postpone meeting there until it was learned whether or not the Director of Highways would be authorized to make an expenditure for a study of a turnpike project generally referred to as north and south. The Chairman also reported that the Legislative Reference Bureau had called the Commission the previous day to request information with respect to the prospects for traffic on the east and west turnpike for State Representative J. Frank McClure and State Senator Tom V. Moorehead, who, the Bureau stated, had asked for information with respect to the prospects for traffic on the north and south turnpike which had been obtained from the Director of Highways.

The Chairman said that it was his hope that a determination would soon be made by the controlling board which would permit the Director of Highways to proceed with the study and that, as the Commission developed the turnpike in northern Ohio, the requisite work and the financing could be undertaken for a turnpike originating at Cincinnati and connecting with the New York Thruway so that in proper time Ohio might be able to handle not only the traffic from the Pennsylvania Turnpike but in a timely fashion from the New York Thruway as well. He said that it seemed to him that the Commission had a broad base of legal acceptance upon which to proceed with

the north and south turnpike. The Chairman also said that the legal hindrance which the Commission suffered with the east and west turnpike and which prevented the Commission from being able to accommodate the traffic from Pennsylvania on the Ohio Turnpike, would be beneficial in having disposed of the objections which inevitably were going to be raised with the first turnpike. He said that the second turnpike should proceed with ready dispatch.

The Chairman said that the Commission was not seeking for any purpose of its own the approval of the study for a north and south turnpike other than the fulfillment of the destiny which the General Assembly envisioned for the Commission when it was first created, to fill a desperate need in the highway transportation system by the construction of highways by the revenue bond method of financing and the self-liquidating payment, and that the Commission was an agency vested with authority by the General Assembly and persevering in the purposes envisioned for it. It was not, he continued, for the Commission to philosophize about the validity of the toll method of financing highways, but it was, he said, only for the Commission to proceed in accordance with the mandates under which it was created to provide highways - not in substitution for the freeways which were the traditional service provided by the state for the whole people but to provide a special kind of highways.

The Chairman announced that Mayor John C. Jaworski of Lorain and other representatives of the city of Lorain were present to discuss a name for the turnpike in the northern part of the state which he said the Commission has customarily referred to as the Ohio Turnpike, and he announced also that in the afternoon the Commission, pursuant to recommendation of counsel, was going to have a conference with representatives of the city of Elyria which was pursuant to a request counsel had had from counsel for the City of Elyria. He said that Mr. John Lansdale, Jr., special counsel for the Commission in the matter, would be in charge of the conference so far as the Commission was concerned, and he advised that the conference would not be a formal meeting of the Commission but a conference wherein the several members of the Commission would sit as a committee-of-the-whole with counsel and would listen and consult, as advised by counsel. The Chairman said that he had no knowledge of precisely what counsel for the City of Elyria wanted to discuss with the Commission.

The Chairman said that Pure Oil Company representatives had conferred with the Commission on August 21, 1953, and had presented a most interesting, persuasive program for providing servicing facilities on the Ohio Turnpike, and that subsequent to the conference the Pure Oil Company had provided the Commission with documentary information and substantiation of statements made by its representatives at the conference. He said that the four members of the Commission who were present at the conference had been impressed with the depth and the completeness of the information which the Pure Oil Company had presented. He then recalled that a committee of the Commission, of which Mr. Allen was the chairman, had been working with a committee of the Ohio petroleum industry, and he said that the Commission was not excluding from its consideration any group who wanted to present to it a program for servicing facilities on the turnpike, and that was why the Commission had heard the Pure Oil people. The Commission, he continued, had been given to understand that the Ohio petroleum industry committee represented the whole industry and so had dealt with the committee on that basis, but when it appeared that the Pure Oil Company did not consider itself bound as represented by the Ohio petroleum industry committee the Commission, of course, considered itself under an obligation to hear the Pure Oil Company.

The Chairman then announced that the Commission had received a telegram from Mr. John Koepp of the Elyria Township Board of Trustees as follows:

"Elyria, Ohio 31 12:49 P. M.

James V. Shocknessy
Chairman Ohio Turnpike Commission
139 East Gay Street, Columbus, Ohio

Elyria paper announces meeting in Cleveland tomorrow regarding route change in Elyria area. Township residents have inquired about survey parties on their land. Therefore, we must again strongly protest any discussion of a change in location without informing and consulting with our Board and other Township representatives.

John Koepp Chairman
Elyria Township Board of
Trustees

1950 Lorain Blvd., Elyria."

The Chairman handed the telegram to the Special Counsel with instructions to refer to it at the conference with the representatives of the City of Elyria.

The Chairman said that the Commission had had a letter from Honorable Fred W. Danner, member of the Ohio Senate, submitting the manuscript for a proposed piece of advertising for his firm giving the scope and possibilities of the turnpike. The Chairman expressed pleasure that Senator Danner had come to the Commission for authoritative information, and said that the Director of Information and Research was working with Senator Danner on the requested information.

The Chairman then announced that Mr. John Howard of the Massachusetts Institute of Technology, who had been engaged by the Commission as adviser on city planning matters, would be present at the conference with representatives of the City of Elyria. He said that Mr. Howard had prepared a report after examining the master plan of the City of Elyria, Ohio, and environs, nine volumes, dated from 1949 to 1951, prepared by Ladislas Segoe & Associates; a study of the location of Ohio Turnpike Project No. 1 in and in the vicinity of the City of Elyria; a copy of a letter to the Honorable H. W. Ault, Mayor of the City of Elyria; various maps and photographs, and so on, and he termed the report an excellent analysis of the problem which both the city and the Commission face.

The Chairman said that the resolutions to be presented by the General Counsel for consideration by the Commission would include two for the appropriation of real property for right-of-way owned by a Mr. Cooley Ellis of Lucas County, and he added that there had been a lot of discussion and correspondence about that property and it appeared that the only solution was an action in condemnation. He said that it reminded him to mention again a matter which the members of the Commission had often made notorious information: that nobody could bring any influence to bear on the Commission for the solution of any controversy in which the Commission had become or might become engaged. He said that the objective factors which were operative control.

Mr. McKay pointed out that in connection with any turnpike project number two the ultimate success would depend on the ratio of traffic estimates of earnings to the engineer's estimates of cost. That ratio was the key

to financing, Mr. McKay said, and he added that it was his personal opinion, which was just temporary, that prior to the financing of project number two it would be excellent from a standpoint of interest on the bonds if the Commission should have a six-months record on Ohio Turnpike Project No. 1 ahead of the financing. He explained that he did not mean to say he did not think that the ratio of traffic revenue and costs would be over the one-and-a-half mandatory minimum. In reply to a question from the Chairman as to whether Mr. McKay was suggesting that the Director of Highways should not proceed with the studies on the proposed project number two, Mr. McKay replied that he was not so suggesting, that he thought the project would go over. The Chairman said that he thought the members of the Controlling Board were thinking along the same lines as Mr. McKay, and that was why they were seeking the information requested from the Legislative Reference Bureau.

Mr. Allen said that the fundamental idea of asking the Controlling Board for money for surveys was to make a study of the traffic and cost of building the proposed turnpike; that if the Director of Highways did not have the data or the facilities to make such a study, but had made a preliminary study and had received a generally satisfactory answer, then the matter must be submitted to experts, and that was the purpose of the request to the Controlling Board for money.

The Chairman said that there had been some publicity about an engineer working on Ohio Turnpike Project No. 1 having been killed. He said that he had found that the engineer was not working for the Commission or for a contractor for the Commission but was working for a prospective bidder in getting engineering information for that bidder.

The Assistant Secretary-Treasurer reported for the Secretary-Treasurer that a draft of the minutes for the meeting of August 4, 1953, had been mailed to all members on August 27, 1953. He also reported that the income from investments at the end of August, 1953, was \$6,774,693.00 compared to an estimate for the same period of \$4,316,000.00, or a surplus of \$2,458,693.00 over the estimate. The total income to date, he said, was in excess of the \$6,700,000.00 originally forecast to be earned during the entire construction period.

The Chairman said he thought the Commission had had a very fortunate result in the financing of Project No. 1, that the Commission probably hit the market at the best time of any time in the whole four years of its history and that the Commission had had a magnificent experience with its investments.

The Executive Director reported that bids had been received on August 26, 1953, on construction sections 13 and 14 in Portage and Summit Counties comprising some 11.2 miles of construction. Bidding was quite competitive, eleven firms having submitted proposals of which the low bid was that of the Western Contracting Corporation of Sioux City, Iowa, he said, and of the first ten possible combinations, the bidding varied from \$10,030,000.00 to \$10,840,000.00 and the low bid was some \$321,000.00 below the next lowest possible combination of bids. The Executive Director said that the low bid was in excess of the estimate in the 1951 engineering report. He listed as among the reasons for the excess the following: the structure over Tinker's Creek required additional depth because of the muck which was encountered there so that the additional total cost of that structure was estimated at \$800,000.00 over that estimated two years before; the structure on State Route 8 was estimated to cost \$90,000.00 more than originally estimated because the original plan was to carry Route 8 over the turnpike on a simple grade-separation structure whereas the final design required a much more elaborate and costly steel-arch structure; a structure at Prospect Street, which it had been planned to be closed but the county engineer required it be kept open, cost an additional \$100,000.00; rock excavation which had not been discovered at the time the original estimate was made increased the cost of construction approximately \$185,000.00; construction by the Commission of a portion of relocated Route 8 in the interchange area not contemplated in the original estimate added to the cost about \$82,000.00, and one other major factor was the increased unit prices that were bid over the prices estimated in the 1951 report which the Executive Director attributed principally to the fact that the two construction sections were located in the Pittsburgh labor market and secondarily to the fact that there was limited competitive bidding on aggregate. The Executive Director said that the Chief Engineer, the Consulting Engineer and he had reviewed the bids and the

qualifications of the low bidder and were in agreement that the award should be made to Western Contracting Corporation.

Discussion developed that the total bid, including the structural steel, was \$11,177,846.00 which exceeded the revised engineering report estimate of \$10,632,092.00 by \$545,000.00, but was under the contracting engineer's estimate by about a million and a half dollars.

The General Counsel orally and by letter handed to the Chairman expressed his opinion that the bid of the Western Contracting Corporation conformed to the requirements of the applicable statute and to the terms, conditions and specifications prescribed by the Commission and to the legal notice. Attached to his letter was proof of publication of notice for receipt of the bids for contracts affecting construction sections 13 and 14.

The Chairman said he had the recommendations of the Executive Director, the Chief Engineer and the Consulting Engineer.

Resolution No. 376-1953, awarding construction contract C-13&14, was moved for adoption by Mr. Linzell, seconded by Mr. McKay, as follows:

"WHEREAS the Commission has duly advertised, according to law, for bids on separate contracts for the construction of those portions of Ohio Turnpike Project No. 1 which are known as Construction Sections 13 and 14, which contracts are designated Contracts C-13 and C-14, respectively, and proof of said advertising is before the Commission;

WHEREAS the Commission has also advertised in like manner for bids upon a contract for the construction of both construction sections, which contract is designated Contract C-13&14, and proof of said advertising is likewise before the Commission;

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

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

WHEREAS all of the aforesaid bids for each of said contracts were solicited on the basis of the same terms and conditions, and the same specifications with respect to all bidders and potential bidders, and the bid of Western Contracting Corporation, in the amount of \$10,030,453.00, for the performance of Contract C-13&14 is, and is by the Commission determined to be, the lowest of all said bids, or combinations of bids, for the construction of 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 in the legal notice applicable thereto, and, accordingly, the Commission is authorized to accept said bid as the lowest and best bid for the construction of 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 Western Contracting Corporation, in the amount of \$10,030,453.00, for the performance of Contract C-13&14 be, and hereby it is, determined to be the lowest and best of all said bids, or combinations of bids, and is accepted; and that each of the chairman and the executive director 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 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 taken any and all action necessary or proper to carry out the terms of said bid and of said contract. "

The Executive Director presented Mr. Everest, Sr., the senior member of the Western Contracting Corporation; Mr. Everest, Jr., and Mr. Barnhart, the Ohio representative of the firm, and said the firm had its bond and insurance ready. The representatives of the low bidder said their firm was ready to proceed at once. A vote by ayes and nays was taken and all members responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the resolution adopted.

The Executive Director said that with the award to the Western Contracting Corporation the Commission had let contracts for some 40 percent of the total length of Ohio Turnpike Project No. 1, and for 42 percent of the amount of money that was estimated to be required for construction. Inclusion of contracts for the four major structures among the awards made was the reason for the larger percentage of construction funds committed, he explained. The total of contracts awarded was \$89,773,000.00 compared to the original estimate of \$89,579,000.00 so that the Commission was in excess of the original estimate by the close margin of two hundredths of one percent, the Executive Director said. He also pointed out that the Commission still had the ten percent reserve set up to take care of increased costs over the engineering report estimate so that the Commission could consider itself in excellent condition. The picture was much more pleasing than the experiences of some other turnpike authorities, he said, adding that the contracts so far let were some 8.09 percent under the contracting engineer's estimates.

The Chairman mentioned that in addition to the twenty-six million dollars of reserve the Commission prospectively had an increase in earnings from interest of five million dollars or more on the basis of return to that time so that the two hundredths of one percent was well covered.

The Executive Director submitted to the Commission for its consideration and approval contract documents covering construction sections 17, 18 and 19 consisting of approximately 12.1 miles in Cuyahoga County on which bids would be received on October 20, 1953. Bids for structural steel on the three sections had already been received, he said. The Executive Director said the documents had been approved by the Contracting Engineer, the Consulting Engineer and the Chief Engineer and he recommended the approval by the Commission.

Resolution No. 377-1953, approving, adopting and ratifying documents for contracts C-17; C-18; C-19; C-17&18; C-18&19 and C-17, 18&19, was moved for adoption by Mr. Teagarden, seconded by Mr. Allen, as follows:

"WHEREAS there are before this meeting forms of contract documents, other than plans, to-wit: forms of notice to bidders, proposals, special provisions, and contracts, for Contracts C-17; C-18; C-19; C-17&18; C-18&19; and C-17, 18&19;

WHEREAS the Commission has duly and fully considered the same;

NOW, THEREFORE, BE IT

RESOLVED that the Commission hereby approves, adopts, and ratifies the forms before it at this meeting of the aforesaid contract documents, being for and in connection with the constructions of those portions of Ohio Turnpike Project No. 1 which are known as Construction Sections 17, 18, and 19; and

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

Nays: None.

The Chairman declared the resolution adopted.

The Executive Director submitted to the Commission for its consideration and approval contract documents covering construction sections 28 and 29 in Erie County on which bids would be taken on October 8, 1953. He said that the documents had been reviewed and approved by the Contracting Engineer, the Consulting Engineer and the Chief Engineer, and that he was recommending that the Commission approve them.

Resolution No. 378-1953, approving, adopting and ratifying documents for contracts C-28, C-29 and C-28&29, was moved for adoption by Mr. Allen, seconded by Mr. Teagarden, 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-28, C-29, and C-28&29;

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

WHEREAS the Commission has previously approved the plans which comprise a part of the contract documents for said contract;

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. 1 which are known as Construction Sections 28 and 29; and

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

Mr. McKay inquired as to the status of right-of-way. The Chief of the Right-of-Way Section said that the right-of-way in construction sections 28 and 29 was only fair. The representative of the Consulting Engineer said that as of August 21, 1953, twenty out of 25 mainline parcels in construction section 28 and nine out of twelve mainline parcels in construction section 29 were available. The General Counsel said there were six condemnation cases affecting the two sections, that five of the cases were in controversy but that a settlement was pending on one of them and that trial dates had been set in two of the five cases. The Executive Director said that he had been reporting the status of right-of-way on construction sections scheduled for letting approximately one month from the date of the report although some contract documents had to be submitted a little longer than that in advance of the letting date. Mr. McKay said he thought that when contract plans were up for approval on construction sections on which bids were to be received within a month, the Commission should receive a report on right-of-way involved. 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 Executive Director submitted to the Commission for its consideration plans and contract documents covering construction sections 6 and 7 in Mahoning and Trumbull Counties on which bids would be taken on October 8, 1953. He recalled that bids had previously been received on those sections and had been rejected. He said there had been some slight changes in the plans and that the plans and revised contract documents had been signed by the Contracting Engineer and approved by the Consulting Engineer and the Chief Engineer, and that he recommended their approval by the Commission. The Chief Engineer said the only change in the plans was that of a change in the vertical clearance over a structure. The Executive Director said the change would save about \$25,000.00. The Chief of the Right-of-Way Section

reported that all the mainline parcels in construction section 6 were available, that 16 out of the 19 mainline parcels in construction section 7 were available with the remaining three parcels in process of condemnation. The General Counsel said that settlement was pending in two of the condemnation cases and that the third case was still in active controversy. He added that he expected one of the three cases would have to be tried and that the others would be settled very shortly.

Resolution No. 379-1953, approving, adopting and ratifying the plans and other contract documents for contracts C-6, C-7, and C-6&7, was moved for adoption by Mr. McKay, seconded by Mr. Linzell, as follows:

"WHEREAS there are before this meeting the plans and forms of other contract documents, to-wit: forms of notice to bidders, proposals, special provisions, and contracts, for Contracts C-6, C-7, and C-6&7;

WHEREAS extensive revisions have been made in the plans for the aforesaid contracts since the approval of plans therefor by the commission by and in its resolution No. 191-1953; and

WHEREAS the commission has duly and fully considered the plans and forms of other contract documents before it at this meeting;

NOW, THEREFORE, BE IT

RESOLVED that the commission hereby approves, adopts, and ratifies the plans and forms of other contract documents before it at this meeting for the aforesaid contracts, being for and in connection with the construction of those portions of Ohio Turnpike Project No. 1 which are known as construction sections 6 and 7; and

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

Nays: None.

The Chairman declared the resolution adopted.

The Executive Director reported the status of the right-of-way acquisition on the contracts sold or to be sold on August 26, 1953, September 9, 1953, September 18, 1953 and September 29, 1953, as follows:

Construction section 13 (sold August 26, 1953) - Nineteen out of the 24 mainline parcels and seven out of the nine additional parcels had been acquired. Four mainline parcels and one additional parcel were in process of being condemned.

Construction section 14 (sold August 26, 1953) - Nineteen out of 29 mainline parcels and seven out of 14 additional parcels had been acquired. Two mainline parcels and two additional parcels were in process of being condemned. Two parcels were owned by railroads. The Commission had a right of entry on the parcel owned by the New York Central System but not on the parcel owned by the Pennsylvania Railroad.

The General Counsel said that the trial date had been set for the near future in the case involving one of the two parcels in construction section 13 in Portage County that had been certified for condemnation, and that it was hoped that the trial date would be set as promptly as possible in the case involving the other parcel. He said that trial dates had been set in both cases involving mainline parcels in construction section 14 in Summit County.

The Executive Director then continued his report:

Construction section 8 (to be sold September 9, 1953) - Thirty-four out of 36 mainline parcels and three out of five additional parcels were available. One of the mainline parcels was in process of condemnation.

Construction section 9 (to be sold September 9, 1953) - Sixteen out of 18 mainline parcels and two out of three additional parcels were available. One mainline parcel and one additional parcel were in process of condemnation.

Construction section 10 (to be sold September 9, 1953) - All 27 mainline parcels and seven out of nine additional parcels had been acquired. Two of the additional parcels were in process of condemnation.

Construction Section 21 (to be sold September 18, 1953) - Fifty-seven out of 60 mainline parcels and nine out of 13 additional parcels were available. One mainline parcel was in process of condemnation.

Construction section 22 (to be sold September 18, 1953) - Forty-seven out of 54 mainline parcels and eight of the 11 additional parcels were available.

Construction section 34 (to be sold September 18, 1953) - Ten out of 13 mainline parcels and five out of 12 additional parcels were available. Two of the mainline parcels and one additional parcel were in process of condemnation.

Construction section 35 (to be sold September 18, 1953) - Fourteen out of 20 mainline parcels and three out of 16 additional parcels were available.

Construction section 31 (to be sold September 29, 1953) - Eight out of 14 mainline parcels and none of the three additional parcels were available. Four of the mainline parcels and all of the additional parcels were in process of condemnation.

Construction section 32 (to be sold September 29, 1953) - Nine out of 11 mainline parcels and the one additional parcel were available.

Construction section 33 (to be sold September 29, 1953) - Sixteen out of 18 mainline parcels and nine out of 10 additional parcels were available.

The General Counsel said that the Commission's legal department was doing everything in its power to bring about the setting for trial of as many condemnation

cases as possible all across the line of Ohio Turnpike Project No. 1. He said trial dates had been set in 36 of the pending cases as of the end of the previous week, with some cases in every one of the 13 turnpike counties set for trial. Most of the courts would not get down to work until around September 5, 1953, he said, but some cases were currently being tried and even during August a reasonable number had been taken care of either by trial or settlement. He said that the Commission could expect an increased tempo in the disposition of the cases beginning in about two weeks.

The Executive Director reported that he was submitting to the Commission a report on the chain of responsibility for and inspection of construction, together with a chart. He said that he had appointed Mr. Gilbert Nelson of the Consulting Engineer's organization and Mr. R. S. Deetz of the Chief Engineer's staff to make a comprehensive study and report on the problem of handling disabled vehicles on the turnpike, the study to include the matter of ambulance services and determination of possible improvements on procedures and practices on the Pennsylvania and New Jersey Turnpikes. He said that he had named a committee consisting of the Director of Information and Research, Mr. C. H. Makeever of the Chief Engineer's staff and Mr. Vincent A. Faller of the Consulting Engineer's organization to assist Mr. Allen and his committee on the study of servicing facilities by looking further into the matter of separate servicing facilities for trucks which would make the turnpike attractive to the trucking industry.

The General Counsel began his report by referring to a letter he had sent to the members of the Commission on August 27, 1953, enclosing a copy of a letter addressed to him dated August 22, 1953, from Bond Counsel with respect to the matter of ordering an additional 26,000 definitive coupon-bond forms in the one-thousand-dollar denomination. He presented to the Commission a form of resolution by which it might authorize the printing of the additional 26,000 forms and stated that the resolution had his approval and that of Bond Counsel.

Mr. Linzell asked who initiated the idea and the General Counsel stated that it had been initiated by one of the principal underwriters and the Co-Trustee. He said it had developed that the Commission probably could not secure the economies in exchange through the

issuance of large denomination registered bonds that had been planned unless the Commission could give assurance to some of the large holders that if at some future time they did desire to change their large-denomination definitive registered bonds for thousand-dollar coupon-bonds, the forms would be available so that issuance could be made to them within two or three days. He said the practice involved was not universal but was followed by many large issuers and added that he believed there was a substantial question whether the Commission would be complying fully with the requirement of the trust indenture that it have on hand the bonds so that prompt exchange could be made unless it should procure the additional quantity. He expressed the belief that the probable savings through the action recommended would exceed the immediate cost of procuring the additional bonds.

Mr. Henry J. Crawford of Squire, Sanders and Dempsey, Bond Counsel, said that Bond Counsel recommended adoption of the resolution not only in order that the Commission might comply fully with the indenture and have available a supply of coupon-bonds for immediate exchange but also in order to induce the holders of large individual registered bonds to agree to accept registered definitive bonds in the same large amount and avoid the cost to the Commission of the exchanging at that time of coupon-bonds in definitive form for those large registered bonds. Some of the large holders, he said, had indicated an unwillingness to make that exchange unless they knew the Commission would have the coupon bonds available for prompt exchange at a later date.

Resolution No. 380-1953, authorizing printing of additional 26,000 definitive coupon-bonds, was moved for adoption by Mr. McKay, seconded by Mr. Linzell, as follows:

"WHEREAS it appears to the commission to be necessary, in order that the exchange of its outstanding temporary revenue bonds for definitive bonds be effected most economically, that the commission procure to be printed 26,000 definitive coupon bonds in the denomination of \$1,000, in addition to the 300,000 of such bonds the printing of which has heretofore been contracted for;

"WHEREAS it appears to the commission to be necessary, in order that the exchange of its outstanding temporary revenue bonds for definitive bonds be effected most economically, that the commission procure to be printed 26,000 definitive coupon bonds in the denomination of \$1,000, in addition to the 300,000 of such bonds the printing of which has heretofore been contracted for;

WHEREAS Security Banknote Company has offered to print the same upon the terms set forth in a certain writing, a copy of which is as follows:

"August 27, 1953

Security Banknote Company
P. O. Box 7869
Philadelphia 1, Pennsylvania

Attention: Mr. E. J. Garrity

Dear Sirs:

The Ohio Turnpike Commission requests that you obligate yourself to print for the commission on paper required for the account of the commission, and deliver any time in 1953 at the office of The Signature Company, 25 South William Street, New York City, 26,000 additional coupon definitive bonds conforming to the specifications and requirements of the 300,000 already on order for the following sums to be paid by the commission:

Printing, at 20.4¢ per bond	\$5304.00
Reimbursement for paper bought for commission's account	975.00
Setup charge for separate run, at 4.5¢ per bond	<u>1170.00</u>
Total	<u><u>\$7449.00</u></u>

If you accept this proposal, you shall be obligated as above stated only if the commission shall notify you, not later than September 9, 1953, to proceed to engrave and deliver said bonds.

The commission would also like your assurance, and by your acceptance hereof you will give it, that additional bonds, conforming to the specifications for those

"now on order, will in the future be furnished by you pursuant to any future requests therefor from time to time made by the commission, at your prices and in conformity with your delivery schedules current at the time, respectively, of any such requests.

In consideration of your agreeing to the foregoing, the commission will agree to the extended delivery requested by you for the 300,000 coupon debentures and the 15,000 registered debentures now on order, said revised delivery schedule to be in accordance with your letter of August 18, 1953, calling for commencement of delivery on September 22 and completion on September 25, 1953.

Please indicate your acceptance of the foregoing in the space provided below.

Very truly yours,

OHIO TURNPIKE COMMISSION

By /s/ Frank C. Dunbar, Jr.
General Counsel

Accepted this 28th day of August, 1953.

SECURITY BANKNOTE COMPANY

By /s/ E. J. Garrity";

and

WHEREAS the commission is fully informed in the premises, and the following action has been recommended by its bond counsel and general counsel;

NOW, THEREFORE, BE IT

RESOLVED that general counsel be, and he is, authorized and directed to give to Security Banknote Company, not later than September 9, 1953, notification to proceed to engrave and deliver 26,000 definitive coupon bonds, in addition to those now on order, pursuant to the terms recited above, and to do or cause to be done all things necessary to be done by or on behalf of the commission in the premises. "

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

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

Nays: None.

The Chairman declared the resolution adopted.

The General Counsel reported that a suggestion had been made to the Commission by letter from the Co-Trustee, the National City Bank of New York, addressed to the Comptroller that the Commission might request of the Co-Trustee in writing that some thirty-eight million dollars of funds invested in one and three-eighths percent notes due March 15, 1954, be sold and the proceeds reinvested in line with a detailed suggestion made by the Co-Trustee. He said that the matter arose because the Consulting Engineer had, under the terms and requirements of the trust indenture, furnished to the Co-Trustee a revised schedule of anticipated requirements of cash to pay construction costs as a result of delays in the construction schedule caused by litigation, notably, the Shafer case. He said he had asked the Commission's Fiscal Counsel to review the matter and prepare for presentation a form of resolution appropriate to embody action upon the suggestion.

The Chairman said that he, the Comptroller and Mr. Henry J. Crawford of Fiscal Counsel, had conferred in New York with the Co-Trustee the previous week, and that the proposed reinvestment was one of the subjects discussed. He said Mr. Crawford was well prepared by virtue of that conference and of his vast experience in the field to advise the Commission.

Mr. Crawford said the conference in New York was occasioned by the fact that the Commission had maturing on September 15, 1953, approximately fifty-one million dollars of securities which must be reinvested, and because a new and revised estimate from the Consulting Engineer was obtained dated August 18, 1953, reflecting the estimated time when construction fund monies would be necessary. He said that the investments made by the Trustee were primarily based on the original estimate of the Consulting Engineer of July, 1952, as modified

somewhat in May, 1953. However, Mr. Crawford said, the Shafer litigation had so delayed the expenditure of funds and the letting of contracts that the investments made in the light of circumstances a year previously might well have been different if they had been made in September of 1953. Two problems were discussed at the New York conference, he said; one was the handling of the reinvestment of the fifty-one million dollars, to be consistent with the new engineering estimates; and the second was the requesting of the Co-Trustee to review the entire investment program to see whether there was any advantage in shifting some of those investments because of the new construction schedule and changed market conditions. He also said that the Co-Trustee had outlined, specifically, the major change it felt could be made and which, on the basis of market conditions on August 26, 1953, would produce net profit to the Commission of about one hundred thousand dollars, and that the Co-Trustee must have instructions promptly if the suggested exchange was to be successful because of the maturities on September 15, 1953. He said the Comptroller had reviewed the recommendation of the Co-Trustee and concurred with the suggestion as set forth in his memorandum of August 28, 1953.

Mr. Crawford then read Resolution No. 381-1953, which he had prepared. He said that the resolution contained qualifying conditions which would be controlling on the Co-Trustee and which in the view of Fiscal Counsel would protect the Commission and assure it, as of the date of consummation, of the advantages set forth by the Co-Trustee. He read the last paragraph of the Co-Trustee's memorandum, which he said would not have to be part of the resolution, as follows:

"Should the suggestion be approved, it is to be understood that our ability to carry out the transaction is wholly contingent upon the maintenance of market prices at an advantageous differential and the ability of the market to absorb a transaction of this size."

Mr. McKay said that he was in complete agreement, that he thought the suggestion was sound business, and that the reinvestment was a good one.

Mr. Crawford said that the Co-Trustee would show a net profit of four thousand dollars on the sale of the thirty-eight million dollars of one and three-eighths percent notes as of August 26, 1953. The additional profit the Co-Trustee projected would be from the new securities for which the exchange would be made on September 15, 1953, without any premium or any loss of interest, he said, adding that there would be no uninvested money at all.

Mr. Teagarden observed that there would remain about six million dollars of the treasury notes which would not be reinvested. Mr. Crawford said that that situation was consistent with the new cash requirements during the current period. Mr. Teagarden said that he was in agreement.

Resolution No. 381-1953, requesting sale and reinvestment by Co-Trustee under Section 603 of the Trust Agreement, was moved for adoption by Mr. McKay, seconded by Mr. Teagarden, as follows:

"WHEREAS it is contemplated by the trust agreement securing the Commission's Turnpike Revenue Bonds, Project No. 1, that the moneys derived from the sale of said bonds (except for expenditures provided for in said agreement) shall be kept invested by the co-trustee thereunder in United States Government obligations maturing in amounts and at times (as nearly as practicable) as may be necessary to provide funds when needed for construction costs as set forth in the statement of the consulting engineer dated July 24, 1952, and filed pursuant to clause (b) of section 208 of said agreement;

WHEREAS the advertising for bids for construction of said turnpike project was in large measure delayed for many months by the pendency of the mandamus suit instituted by Richard Shafer which in turn changed the times when funds for construction have been and will be needed, and the consulting engineer has delivered to this commission its written statement dated August 18, 1953, setting forth its present estimate of withdrawals required monthly from the construction fund, which estimate differs substantially from said statement of July 24, 1952, and requires a reconsideration of the investments of said fund, which were made on the basis of said statement of July 24, 1952, and of the revised

estimate of the consulting engineer dated May 4, 1953;
and

WHEREAS the co-trustee by memorandum of August 27, 1953, transmitted with its letter of August 27, 1953, to John Soller, comptroller, has suggested for consideration (based on the new schedule of cash withdrawals from the construction fund) the sale of \$38 million U. S. Treasury 1 3/8% Notes due March 15, 1954, and the reinvestment of the proceeds thereof as follows: either (1) by purchase of \$38 million 2 5/8% Treasury Certificates due August 15, 1954 or (2) by purchase of approximately \$22 million Treasury Bills, maturing over a 90-day period to provide funds as needed during such period in accordance with said estimate of August 18, 1953, and purchase of approximately \$16,000,000 U. S. Treasury 2% Bonds due September 15, 1953, following which the said \$16,000,000 of bonds together with the \$51,348,000 of U.S. Treasury 2% Bonds due September 15, 1953, now held will be exchanged for 2 5/8% Treasury Certificates due September 15, 1954, as now offered by the Treasury Department; one alternative or the other to be selected by the co-trustee depending upon which one provides, as of the date of consummation, the more favorable yield; said suggestion having been made because of the aforesaid new schedule of fund requirements, and because the yield on the Commission's funds will be substantially increased without any risk of loss, and without any loss of income because of uninvested moneys;

NOW, THEREFORE, BE IT

RESOLVED that the co-trustee, The National City Bank of New York, be and it is hereby requested, pursuant to section 603 of said agreement, to sell the \$38 million U.S. Treasury 1 3/8% Notes due March 15, 1954, described in the preambles hereto, and to reinvest the proceeds in that one of the two alternatives described in the preambles hereto which at the time of consummation shall produce the greater net yield to the Commission, and shall produce a yield on said funds to March 15, 1954, greater than the yield on said \$38 million if no reinvestment is made."

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

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

Nays: None.

The Chairman declared the resolution adopted.

The General Counsel presented four resolutions by which the Commission would determine the necessity of changing the location of portions of certain public roads: Handle Road, a village street in the Village of Strongsville, Ohio; Edgerton Road, a county road in the Village of Broadview Heights, Ohio; Akins Road, a county road in the Village of North Royalton, Ohio; and Albion Road, a county road in the Village of Strongsville, Ohio. He said that the information which was the basis for the preparation of the resolutions came to the legal department from the office of the Chief Engineer. The Executive Director said that he was in agreement with the resolutions.

Resolutions Nos. 382-1953, 383-1953, 384-1953, and 385-1953, each declaring the necessity of changing the location of a certain road, were moved respectively for adoption by Mr. Allen and seconded respectively by Mr. McKay, as follows:

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

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

NOW, THEREFORE, BE IT

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

Road to the present intersection of Handle Road and Albion Road; and

FURTHER RESOLVED that the Secretary of the Commission be, and hereby is, instructed to transmit a certified copy of this resolution to the Council of the Village of Strongsville, Strongsville, Ohio."

Resolution No. 383-1953

"WHEREAS a portion of Edgerton Road, a county road, located in the Village of Broadview Heights, Cuyahoga County, Ohio, intersects the route to be traversed by Ohio Turnpike Project No. 1, hereinafter called 'The Turnpike';

WHEREAS section 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;

WHEREAS it appears that both the Board of County Commissioners of Cuyahoga County, Ohio and the council of the Village of Broadview Heights have certain jurisdiction over said road; and

WHEREAS the Board of County Commissioners of Cuyahoga County, by resolution adopted August 17, 1953, took certain action with respect to the relocation of said portion of said road as provided by section 1206 of the general code;

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 Edgerton Road, Village of Broadview Heights, Cuyahoga County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 848/38 and which extends from a point which is 1603.1 feet west of the centerline intersection of Edgerton Road with Broadview Road to a point which is 1216.4 feet east of said intersection with Broadview Road; and

FURTHER RESOLVED that the Secretary of the Commission be, and he hereby is, instructed to transmit a certified copy of this resolution to the council of the Village of Broadview Heights, Broadview Heights, Ohio."

Resolution No. 384-1953

"WHEREAS a portion of Akins Road, a county road, located in the Village of North Royalton, Cuyahoga County, Ohio, intersects the route to be traversed by Ohio Turnpike Project No. 1, hereinafter called 'The Turnpike';

WHEREAS section 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;

WHEREAS it appears that both the Board of County Commissioners of Cuyahoga County, Ohio and the council of the Village of North Royalton have certain jurisdiction over said road; and

WHEREAS the Board of County Commissioners of Cuyahoga County, by resolution adopted August 17, 1953, took certain action with respect to the relocation of said portion of said road as provided by section 1206 of the general code;

NOW, THEREFORE, BE IT

RESOLVED that the Commission, having duly and fully considered the same, finds it necessary to change the location of that portion of Akins Road, Village of North Royalton, Cuyahoga County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 675/06 and which extends from a point 725 feet more or less westerly of the centerline of Ohio Turnpike Project No. 1 to a point approximately 700 feet easterly of the centerline of Ohio Turnpike Project No. 1 at the present intersection of Akins Road and Bennett Road; and

FURTHER RESOLVED that the Secretary of the Commission be, and he hereby is, instructed to transmit a certified copy of this resolution to the council of the Village of North Royalton, North Royalton, Ohio."

Resolution No. 385-1953

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

WHEREAS section 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;

WHEREAS it appears that both the Board of County Commissioners of Cuyahoga County, Ohio and the council of the Village of Strongsville have certain jurisdiction over said road; and

WHEREAS the Board of County Commissioners of Cuyahoga County, by resolution adopted August 17, 1953, took certain action with respect to the relocation of said portion of said road as provided by section 1206 of the general code;

NOW, THEREFORE, BE IT

RESOLVED that the Commission, having duly and fully considered the same, finds it necessary to change the location of that portion of Albion Road, Village of Strongsville, Cuyahoga County, Ohio, the centerline of which presently intersects the centerline of Ohio Turnpike Project No. 1 at or near turnpike station 478/12 and which extends from a point which is 1048.7 feet west of the centerline intersection of Albion Road with Handle Road to a point which is 1075.5 feet east of said intersection with Handle Road; and

FURTHER RESOLVED that the Secretary of the Commission be, and he hereby is, instructed to transmit a certified copy of this resolution to the Council of the Village of Strongsville, Strongsville, Ohio."

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 resolutions adopted.

The General Counsel then presented a resolution by which the Commission would rescind a resolution previously adopted with respect to the appropriation of a

parcel of real estate owned by Anna C. Stabal and others. He said that the rescission was required because the engineers had decided subsequent to the adoption of the appropriation resolution, that it would be necessary to take a wider strip of land from the owner.

Resolution No. 386-1953, rescinding resolution No. 352-1953, due to changes in and revision of construction plans, was moved for adoption by Mr. Teagarden, seconded by Mr. Allen, as follows:

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

WHEREAS resolution No. 352-1953, adopted August 7, 1953; which directed the commencement of appropriation proceedings against the above-mentioned owners, is now inaccurate because of the revisions in plans mentioned above.

NOW, THEREFORE, BE IT

RESOLVED that resolution No. 352-1953, adopted August 7, 1953; be, and the same hereby is, rescinded."

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

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

Nays: None.

The Chairman declared the resolution adopted.

The General Counsel presented to the Commission the written statement of the Chief of the Right-of-Way Section with respect to the unsuccessful efforts of the Commission's negotiators to reach agreement with respect to the amounts to be paid, by the Commission, for certain parcels of land and his recommendation that such properties be appropriated; also, the written statement of the Chief Engineer that the acquisition of this property was necessary for the construction of Ohio Turnpike Project No. 1; a written statement of the Executive Director concurring in the recommendation of the Chief of the Right-of-Way Section, and the General Counsel's

written recommendation that title be acquired as and to the extent set forth in the forms of resolutions presented to the Commission.

Resolutions Nos. 387-1953, 388-1953, 389-1953, 390-1953, 391-1953, 392-1953, 393-1953, 394-1953, 395-1953, 396-1953, 397-1953, 398-1953, 399-1953, 400-1953, 401-1953, 402-1953, 403-1953, and 404-1953, each declaring the necessity of appropriating certain property and directing that proceedings to effect such appropriation be begun and prosecuted, were moved respectively for adoption by Mr. Linzell and seconded respectively by Mr. Teagarden, as follows:

Resolution No. 387-1953

"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>
Robert A. Smith	Route 90, Petersburg, Ohio
Gladys B. Smith	Route 90, Petersburg, Ohio
Edward N. Noel	Garfield Road, Petersburg, Ohio
Helen J. Noel	Garfield Road, Petersburg, Ohio
County Auditor of Mahoning County	Mahoning County Court House Youngstown, Ohio
County Treasurer of Mahoning County	Mahoning County Court House Youngstown, Ohio

The aforementioned property to be appropriated is described as follows:

Parcel No. 198A-199E(3) -- Permanent Easement for Highway Purposes

Situated in the Township of Springfield, County of Mahoning and State of Ohio and known as being part of Original Springfield Township Section No. 25, bounded and described as follows:

Beginning on the center line of the Youngstown-Pittsburgh Road (State Route #90) at a point distant 600 feet Southeasterly, 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 33, Page 8 of Mahoning County Map Records; thence Northeasterly at right angles to the center line of State Route #90, 30 feet to a point; thence Southeasterly to a point distant 50 feet Northeasterly, measured at right angles, from a point on the center line of State Route #90, distant 640 feet Southeasterly, measured along said center line, from its intersection with the center line of said Ohio Turnpike Project No. 1; thence Southeasterly to a point distant 30 feet Northeasterly, measured at right angles, from a point on the center line of State Route #90, distant 800 feet Southeasterly, measured along said center line, from its intersection with the center line of Ohio Turnpike Project No. 1 as aforesaid; thence Southwesterly at right angles to said center line of State Route #90, 30 feet to a point thereon; thence Northwesterly along said center line to the place of beginning.

Excepting therefrom that portion thereof lying within the bounds of Youngstown-Pittsburgh Road (State Route #90), as now established."

Resolution No. 388-1953

"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>
John E. Ernst	R. D. , Petersburg, Ohio
Florence M. Ernst	R. D. , Petersburg, Ohio
Charles E. Ernst	R. D. , Bessemer, Pa.
Belle J. Ernst	R. D. , Bessemer, Pa.
J. H. Flower	Address Unknown
G. N. Flower, also known as G. W. Flower	Address Unknown
County Auditor of Mahoning County	Mahoning County Court House Youngstown, Ohio
County Treasurer of Mahoning County	Mahoning County Court House Youngstown, Ohio

The aforementioned property to be appropriated is described as follows:

Parcel No. 197-A(5) -- Permanent Easement for Drainage Purposes

Situated in the Township of Springfield, County of Mahoning and State of Ohio and known as being part of Original Springfield Township Section No. 27, and being all that part of the lands described in the Second Parcel in the deed to John E. Ernst, Florence M. Ernst, and Charles E. Ernst, dated October 23, 1943 and recorded in Volume 535, Page 168 of Mahoning County Deed Records, bounded as follows:

Southwesterly by a line parallel to and distant 205 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 33, Page 28 of Mahoning County Map Records;

Northeasterly by a line parallel to and distant 255 feet Northeasterly of, measured on a line normal to, the center line of Ohio Turnpike Project No. 1;

Northwesterly by a line drawn Northeasterly, normal to said center line, from Station 1167+00;

Southeasterly by a line drawn Northeasterly, normal to said center line, from Station 1168+00."

Resolution No. 389-1953

"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>
James H. Limbird	R. F. D., Milan, Ohio
Mary E. Limbird	R. F. D., Milan, Ohio
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-D(1) -- Fee Simple

Situated in the Township of Milan, County of Erie and State of Ohio and known as being part of Original Milan Township, K. Townsend 843 Acre Tract in Section No. 2, Town 5 North, Range 22 West and being all that

part of the lands described in the deed to James H. Limbird, dated January 21, 1920 and recorded in Volume 111, Page 554 of Erie County Deed Records, and bounded as follows:

Northerly by a line drawn parallel to and 115 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 44 of Erie County Map Records;

Southerly by a line drawn parallel to and 120 feet Southerly, as measured on a line normal to the center line of said Ohio Turnpike;

Westerly by the Westerly line of lands described in aforesaid deed;

Easterly by the Easterly line of lands described in aforesaid deed.

Parcel No. 99-D(2) -- Fee Simple

Situated in the Township of Milan, County of Erie and State of Ohio and known as being part of Original Milan Township, K. Townsend 843 Acre Tract in Section No. 2, Town 5 North, Range 22 West and being all that part of the lands described in the deed to James H. Limbird, dated January 21, 1920 and recorded in Volume 111, Page 554 of Erie County Deed Records, and bounded as follows:

Northerly by a line drawn parallel to and 170 feet Northerly, as measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 14, Page 44 of Erie County Map Records;

Southerly by a line drawn parallel to and 130 feet Northerly, as measured on a line normal to the center line of said Turnpike;

Easterly by a line drawn normal to said Turnpike centerline at Station 812+00;

Westerly by the Westerly line of lands described in aforesaid deed.

Parcel No. 99-D(3) -- Fee Simple

Situated in the Township of Milan, County of Erie and State of Ohio and known as being part of Original Milan Township, K. Townsend 843 Acre Tract in Section No. 2, Town 5 North, Range 22 West and being all that part of the lands described in the deed to James H. Limbird, dated January 21, 1920 and recorded in Volume 111, Page 554 of Erie County Deed Records, and bounded as follows:

Northerly by a line drawn parallel to and 120 feet Southerly, as measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 14, Page 44 of Erie County Map Records; Southerly by a line drawn parallel to and 170 feet Southerly, as measured on a line normal to the center line of said Turnpike; Easterly by a line drawn normal to said Turnpike centerline at Station 812+00; Westerly by the Westerly line of lands described in aforesaid deed."

Resolution No. 390-1953

"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>
Irene Adams	Bloomville, Ohio
Gilbert Adams	Bloomville, Ohio
Earl Hetrick	Fremont, Ohio
Marguerite Hetrick	Fremont, Ohio

Helen Beck	Fremont, Ohio
Virgil Beck	Fremont, Ohio
Lulu B. Hetrick, also known as Louisa B. Hetrick	R. D., Fremont, Ohio
Bradford Supply Company	Bradford, Pennsylvania
The unknown heirs, devisees, and assigns of George P. Hetrick, deceased	Addresses Unknown
The unknown heirs, devi- sees, and assigns of S. L. Hetrick, deceased	Addresses Unknown
County Auditor of Sandusky County	Sandusky County Court House Fremont, Ohio
County Treasurer of San- dusky County	Sandusky County Court House Fremont, Ohio

The aforementioned property to be appropriated is described as follows:

Parcel No. 72A-73G -- Fee Simple

Situated in the Township of Rice, County of Sandusky and State of Ohio and known as being part of Original Rice Township Sections Nos. 5 and 6, Town 5 North, Range 15 East and being all that part of the North Half (1/2) of the Northwest Quarter (1/4) of the Southwest Quarter (1/4) of Section No. 5 and the North 40 Acres of the Southeast Quarter of Section No. 6 lying within a strip of land 250 feet wide between parallel lines, the Northeasterly line of said strip being parallel to and distant 125 feet Northeasterly, measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plats recorded in Volume 9, Pages 1 and 1a of Sandusky 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. 72A-73G(1) -- Permanent Easement for
Drainage Purposes

Situated in the Township of Rice, County of Sandusky and State of Ohio and known as being part of Original Rice Township Section No. 6, Township 5 North, Range 15 East, and bounded and described as follows:

Beginning at a point distant 125 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 9, Page 1a of Sandusky County Map Records, at Station 350/60; thence Southeasterly and parallel with said center line to a point distant 125 feet Northeasterly of, measured on a line normal to, said center line at Station 351/05; thence Northeasterly in a direct line to a point distant 360 feet Northeasterly of, measured on a line normal to said center line at Station 351/35; thence Westerly to a point distant 360 feet Northeasterly of, measured on a line normal to, said center line at Station 350/90; thence Southwesterly in a direct line to the place of beginning.

Parcel No. 72A-73G(3) -- Permanent Easement for
Highway Purposes

Situated in the Township of Rice, County of Sandusky and State of Ohio and known as being part of Original Rice Township Section No. 6, Town 5 North, Range 15 East and being all that part of the Southeast Quarter (1/4) of Section No. 6, bounded and described as follows:

Beginning on 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 plats recorded in Volume 9, Pages 1 and 1a of Sandusky County Map Records, at its intersection with the Westerly line of the Southeast Quarter (1/4) of said Section No. 6; thence South $74^{\circ} 19' 44''$ East along said parallel line to a point measured normal from the said center line of Ohio Turnpike Project No. 1, at Station 329/51.13; thence South $5^{\circ} 21' 11''$ West, 406.77 feet to a point on the Easterly line of County Road 128 (Four Mile House Road); thence North $87^{\circ} 55' 44''$ West 30.00 feet to the Westerly line of the Southeast Quarter (1/4) of said Section No. 6; thence North $1^{\circ} 43' 46''$ East along said Westerly line to the place of beginning.

Excepting therefrom that portion thereof lying within the bounds of County Road 128 (Four Mile House 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. 72A-73G, 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. 391-1953

"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>
Earl Hetrick	Fremont, Ohio
Marguerite Hetrick	Fremont, Ohio
Irene Adams	Bloomville, Ohio
Gilbert Adams	Bloomville, Ohio

Helen Beck	Fremont, Ohio
Virgil Beck	Fremont, Ohio
Lulu B. Hetrick, also known as Louisa B. Hetrick	R. D., Fremont, Ohio
Bradford Supply Company	Bradford, Pennsylvania
The unknown heirs, devisees, and assigns of Jacob Hetrick, deceased	Addresses Unknown
The unknown heirs, devisees, and assigns of Rueben E. Hetrick, deceased	Addresses Unknown
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. 72-F -- Fee Simple

Situated in the Township of Rice, County of Sandusky and State of Ohio and known as being part of Original Rice Township Section No. 6, Town 5 North, Range 15 East and being all that part of the Southerly 17 Acres of the Northeast Quarter of Section No. 6 lying Southwesterly of a line drawn parallel to and distant 125 feet Northeasterly, measured on a line normal to the centerline of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 9, Page 1 of Sandusky County Map Records.

Parcel No. 72-F(1) -- Permanent Easement for Highway Purposes

Situated in the Township of Rice, County of Sandusky and State of Ohio and known as being part of Original Rice Township Section No. 6, Town 5 North, Range 15 East and being all that part of the Southerly 17 Acres of the Northeast Quarter of Section No. 6,

bounded and described as follows:

Beginning on a line drawn parallel to and distant 125 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 9, Page 1 of Sandusky County Map Records, at its intersection with the Westerly line of the Northeast Quarter of said Section No. 6; thence South $74^{\circ} 19' 44''$ East along said parallel line to a point measured normal from the center line of said Ohio Turnpike Project No. 1 at Station 329+00.76; thence North $3^{\circ} 05' 34''$ West to the Northerly line of the Southerly 17 Acres of the Northeast Quarter of Section No. 6 as aforesaid; thence Westerly along said Northerly line to the Westerly line of the Northeast Quarter of said Section No. 6; thence South $1^{\circ} 43' 46''$ West to the place of beginning.

Excepting therefrom that portion thereof lying within the bounds of County Road #128 (Four Mile House 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. 72-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. 392-1953

"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>
Louisa B. Hetrick, also known as Lulu B. Hetrick	R. D. , Fremont, Ohio
Bradford Supply Company	Bradford, Pennsylvania
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. 73-F -- Fee Simple

Situated in the Township of Rice, County of Sandusky and State of Ohio and known as being part of Original Rice Township Section No. 5, Town 5 North, Range 15 East and being all that part of the lands described in the deed to Louisa B. Hetrick, dated July 16, 1940 and recorded in Volume 153, Page 506 of Sandusky County Deed Records lying within a strip of land 250 feet wide between parallel lines, the Northeasterly line of said strip being parallel to and distant 125 feet Northeasterly, measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plats recorded in Volume 9, Pages 1a and 2a of Sandusky 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.

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. 393-1953

"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>
Walter Kistler	R. F. D. , Vickery, Ohio
Helen Kistler	R. F. D. , Vickery, Ohio
County Auditor of Sandusky County	Sandusky County Court House Fremont, Ohio
County Treasurer of Sandusky County	Sandusky County Court House Fremont, Ohio

The aforementioned property to be appropriated is described as follows:

Parcel No. 79A-80F -- 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. 22, Town 5 North,

Range 16 East and being all that part of the Southeast Quarter of the Northwest Quarter of said Section No. 22, bounded and described as follows:

Beginning on the Westerly line of the Southeast Quarter of the Northwest Quarter of said Section No. 22, at its intersection with a line parallel to and distant 105 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 9, Page 24 of Sandusky County Map Records; thence Southerly along said Westerly line of the Southeast Quarter of the Northwest Quarter of Section No. 22, to its intersection with 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 aforesaid; thence Southeasterly on said parallel line to the center line of Beck Road; thence Northerly along said center line to its intersection with a line parallel to and distant 110 feet Northeasterly of, measured on a line normal to, the center line of Ohio Turnpike Project No. 1; thence Northwesterly on said parallel line to a point distant 110 feet Northeasterly of, measured on a line normal to, the center line of Ohio Turnpike Project No. 1 at Station 830/44.18; thence Southerly to a point distant 105 feet Northeasterly of, measured on a line normal to, said center line of Ohio Turnpike Project No. 1 at Station 830/45; thence Northwesterly parallel to said center line, to the place of beginning.

Parcel No. 79A-80F(1) -- Permanent Easement for Highway Purposes

Situated in the Township of Riley, County of Sandusky and State of Ohio and known as being part of Original Riley Township Section No. 22, Town 5 North, Range 16 East and being all that part of the Southeast Quarter of the Northwest Quarter of Section No. 22, bounded and described as follows:

Beginning on a line drawn parallel to and distant 125 feet Southerly, measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 9, Page 24 of Sandusky County Map Records at its intersection with the center line of Beck Road; thence Westerly along said parallel line to its intersection with a line drawn parallel to and distant 75 feet Westerly of, measured at right

angles to said centerline of Beck Road; thence Southerly along said parallel line to a point distant 75 feet West-erly, measured at right angles to said centerline of Beck Road, from a point distant Southerly 142.73 feet from its intersection with said center line of Ohio Turnpike Project No. 1; thence Westerly in a direct line to a point distant 20 feet Northerly, measured at right angles from a point on the center line of Balsizer Road, distant 650 feet Westerly from the center line of Beck Road; thence Southerly on said right angle line, 20 feet to the center line of Balsizer Road; thence Easterly along said center line 650 feet to the center line of Beck Road; thence Northerly along the center line of Beck Road to the place of beginning.

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

Parcel No. 79-A - 80-F(2) -- Permanent Easement for Highway Purposes

Situated in the Township of Riley, County of Sandusky and State of Ohio and known as being part of Original Riley Township Section No. 22, Town 5 North, Range 16 East and being all that part of the Southeast Quarter of the Northwest Quarter of said Section No. 22, bounded and described as follows:

Beginning on a line drawn parallel to and distant 110 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 9, Page 24 of Sandusky County Map Records, at its intersection with the center line of Beck Road; thence Northwesterly along said parallel line to a point distant 110 feet Northeasterly of, measured on a line normal to, said center line at Station 830/44.18; thence Northerly to a point distant 60 feet Westerly, measured at right angles from a point on the center line of Beck Road, distant 447.27 feet Northerly, measured along said center line, from the center line of said Ohio Turnpike Project No. 1; thence Northeasterly to a point distant 25 feet Westerly, measured at right angles, from a point on the center line of Beck Road, distant 697.27 feet Northerly, measured along said center line, from the center line of Ohio Turnpike Project No. 1; thence Easterly along said right angle line 25

feet to the center line of Beck Road; thence Southerly along said center line to the place of beginning.

Excepting therefrom that portion thereof lying within the bounds of Beck 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. 79-A - 80-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. 394-1953

"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>
Anna C. Stabal	Martin, Ohio
Martin G. Stabal	Martin, 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. 69-C -- Fee Simple

Situated in the Township of Washington, County of Sandusky and State of Ohio and known as being part of Original Washington Township Section No. 33, Town 6 North, Range 14 East and being all that part of the lands described in the Certificate of Transfer in the matter of the Estate of Elizabeth Stabal, aka. Elizabeth M. Stabal, dated December 24, 1946 and recorded in Volume 170, Page 365 of Sandusky County Deed Records, lying within a strip of land 220 feet wide between parallel lines, the Northeasterly line of said strip being parallel to and distant 110 feet Northeasterly, measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plats recorded in Volume 9, Pages 9 and 36 of Sandusky County Map Records, and the Southwesterly line of said strip being parallel to and distant 110 feet Southwesterly, measured on a line normal to said center line.

Parcel No. 69-C(1) -- Permanent Easement for Highway Purposes

Situated in the Township of Washington, County of Sandusky and State of Ohio and known as being part of Original Washington Township Section No. 33, Town 6 North, Range 14 East and being all that part of the lands described in the Certificate of Transfer in the matter of the Estate of Elizabeth Stabal, aka Elizabeth M. Stabal, dated December 24, 1946 and recorded in Volume 170, page 365 of Sandusky County Deed Records, bounded and described as follows:

Beginning on a line drawn parallel to and distant 110 feet Southwesterly of, measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plats recorded in Volume 9, Pages 9 and 36 of Sandusky County Map Records, at a point measured normal from Station 134/09.65 on said center line; thence South $5^{\circ} 10' 59''$ East, 424.14 feet to a point on the Westerly line of County Road #92 (Hessville Road), as now established; thence South $89^{\circ} 37' 59''$ East, 30 feet to the

Easterly line of Section No. 33; thence North $00^{\circ} 10' 59''$ West, along said Easterly line of Section No. 33 to its intersection with a line drawn parallel and distant 110 feet Southwesterly of, measured normal to the said center line of Ohio Turnpike Project No. 1; thence North $67^{\circ} 57' 29''$ West, along said parallel line to the place of beginning.

Excepting therefrom that portion thereof lying within the bounds of County Road #92 (Hessville Road), as now established.

Parcel No. 69-C(2) -- Permanent Easement for Highway Purposes

Situated in the Township of Washington, County of Sandusky and State of Ohio and known as being part of Original Washington Township Section No. 33, Town 6 North, Range 14 East and being all that part of the lands described in the Certificate of Transfer in the matter of the Estate of Elizabeth Stabal, aka Elizabeth M. Stabal, dated December 24, 1946 and recorded in Volume 170, Page 365 of Sandusky County Deed Records, bounded and described as follows:

Beginning on a line drawn parallel to and distant 110 feet Northeasterly of, measured on a line normal to, the center line of Ohio Turnpike Project No. 1, as shown by plats recorded in Volume 9, Pages 9 and 36 of Sandusky County Map Records, at its intersection with the Easterly line of Section No. 33; thence North $67^{\circ} 57' 29''$ West, along said parallel line, to a point measured normal from Station 133/40.89 on the said center line of Ohio Turnpike Project No. 1; thence North $3^{\circ} 18' 01''$ East, 311.25 feet to a point on the Westerly line of County Road #92 (Hessville Road), as now established; thence North $89^{\circ} 52' 16''$ East, 30.00 feet to the Easterly line of Section No. 33; thence South $00^{\circ} 10' 59''$ East, to the place of beginning.

Excepting therefrom that portion thereof lying within the bounds of County Road #92 (Hessville Road), as now established.

Parcel No. 69-C(3) -- Temporary Easement for
Detour Road

Situated in the Township of Washington, County of Sandusky and State of Ohio and known as being part of Original Washington Township Section No. 33, Township 6 North, Range 14 East and being all that part of the lands described in the Certificate of Transfer in the matter of the estate of Elizabeth Stabal, dated December 24, 1946 and recorded in Volume 170, Page 365 of Sandusky County Deed Records, to be described below:

The proposed center line of County Road No. 92 (Hessville Road) hereinafter referred to is a line forming an angle of $67^{\circ} 49' 45''$ in the Southeast Quadrant with the centerline of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 9, Pages 9 and 36 of Sandusky County Map Records, at Station 134/45.66.

The parcel herein intended to be described is bounded and described as follows:

Beginning on a line parallel to and distant 110 feet Southwesterly of, measured on a line normal to, the center line of Ohio Turnpike Project No. 1, as aforesaid, at a point normal to said center line at Station 134/09.65, said center line having a bearing of South $67^{\circ} 57' 29''$ East; thence South $5^{\circ} 10' 59''$ East, 424.14 feet to a point on the Westerly right-of-way line of County Road No. 92, as now existing; thence Southerly along said Westerly line to its intersection with a line parallel to and distant 40 feet Northeasterly, at right angle measurement, from 'Line A', ('Line A' is a line drawn Northwesterly from a point distant 38 feet Westerly, measured at right angles, from a point on the proposed center line of County Road No. 92, as hereinabove described, distant 578 feet Southerly, measured along said center line, from the center line of Ohio Turnpike Project No. 1, to a point distant 120 feet Westerly, measured at right angles, from a point on said proposed center line of County Road No. 92, distant 454 feet Southerly, measured along said center line, from the center line of Ohio Turnpike Project No. 1); thence Northwesterly along said line parallel to said 'Line A', to its intersection with a line drawn Westerly, at right angles, from a point on the proposed center line of County Road

No. 92, distant 454 feet Southerly, measured along said center line, from the center line of Ohio Turnpike Project No. 1; thence Westerly on said right angle line to a point distant 120 feet Westerly, measured along said line, from the proposed center line of County Road No. 92; thence Northerly, parallel to said proposed center line to its intersection with a line drawn parallel to, and distant 110 feet Southwesterly of, measured on a line normal to said Turnpike center line; thence Southeasterly along said parallel line to the place of beginning.

Excepting therefrom that portion thereof lying within the bounds of County Road No. 92 (Hessville Road), as now established.

Parcel No. 69-C(4) -- Temporary Easement for Detour Road

Situated in the Township of Washington, County of Sandusky and State of Ohio and known as being part of Original Washington Township Section No. 33, Town 6 North, Range 14 East and being all that part of the lands described in the Certificate of Transfer in the matter of the estate of Elizabeth Stabal, dated December 24, 1946 and recorded in Volume 170, Page 365 of Sandusky County Deed Records, bounded as follows:

Southerly by the Southerly line of land described in the Certificate of Transfer as aforesaid; Northerly by a line drawn Westerly at right angles to the proposed center line of County Road #92 (Hessville Road), from a point distant 454 feet Southerly, measured along said proposed center line, from its intersection with the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 9, Pages 9 and 36 of Sandusky County Map Records; Southwesterly by a line drawn Northwesterly from a point distant 38 feet Westerly, measured at right angles, from a point on said proposed center line of County Road #92, distant 578 feet Southerly, measured along said center line, from the center line of Ohio Turnpike Project No. 1, to a point distant 120 feet Westerly, measured at right angles, from a point on said proposed center line, distant 454 feet Southerly, measured along said center line, from the center line of Ohio Turnpike Project No. 1; and bounded Northeasterly by a line parallel to and distant

40 feet Northeasterly, measured at right angles, from the Southwesterly boundary as last described.

The proposed center line of County Road #92, hereinabove referred to is a line forming an angle of $67^{\circ} 49' 45''$ in the Southeast Quadrant with the center line of said Ohio Turnpike Project No. 1, at Station 134/45.66.

Parcel No. 69-C(5) -- Temporary Easement for Detour Road

Situated in the Township of Washington, County of Sandusky and State of Ohio and known as being part of Original Washington Township Section No. 33, Town 6 North, Range 14 East and being all that part of the lands described in the Certificate of Transfer in the matter of the Estate of Elizabeth Stabal, dated December 24, 1946 and recorded in Volume 170, Page 365 of Sandusky County Deed Records, lying within a strip of land 40 feet wide, between parallel lines, the center line of said strip being described as follows:

Beginning at a point distant 100 feet Westerly, measured at right angles, from a point on the proposed center line of Hessville Road (to be hereinafter described), distant 100 feet Northerly, measured along said proposed center line, from its intersection with the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 9, Pages 9 and 36 of Sandusky County Map Records; thence Northeasterly on a 'straight line' to its intersection with a line parallel to and distant 110 feet Northeasterly of, measured on a line normal to, the center line of said Ohio Turnpike Project No. 1, said point of intersection being the principal place of beginning, and which 'straight line' if prolonged would intersect a point distant 50 feet Westerly, measured at right angles, from a point on the proposed center line of Hessville Road, distant 500 feet Northerly, measured along said center line, from the center line of Ohio Turnpike Project No. 1; thence continuing Northeasterly along said 'straight line' to said point distant 50 feet Westerly of the proposed center line of Hessville Road, as last aforesaid; thence Northeasterly to a point on the proposed center line of Hessville Road, distant 650 feet Northerly, measured along said center line, from the center line of

Ohio Turnpike Project No. 1. The proposed center line of Hessville Road, hereinabove referred to, is a line described as follows:

Beginning on the center line of said Ohio Turnpike Project No. 1, at Station 134/45.66; thence Northerly on a line forming an angle of $67^{\circ} 49' 45''$ in the North-west Quadrant with said center line of Ohio Turnpike Project No. 1.

Excepting therefrom that portion thereof lying within the bounds of Hessville 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 69-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. 395-1953

"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>
John Camper	R. D. #1, Genoa, Ohio
Nettie Camper	R. D. #1, Genoa, 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. 64-D -- Fee Simple

Situated in the Township of Woodville, County of Sandusky and State of Ohio and known as being part of Original Woodville Township Section No. 15, Town 6 North, Range 13 East and being all that part of the lands described in the deed to John Camper, dated June 5, 1945 and recorded in Volume 161, Page 187 of Sandusky County Deed Records lying within a strip of land 280 feet wide between parallel lines, the Northeasterly line of said strip being parallel to and distant 140 feet Northeasterly, measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plats recorded in Volume 9, Pages 42 and 43 of Sandusky County Map Records, and the Southwesterly line of said strip being parallel to and distant 140 feet Southwesterly, 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. 396-1953

"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>
Lewis W. Overmyer	R. F. D. #1, Lindsey, Ohio
Mary Margaret Overmyer	R. F. D. #1, Lindsey, Ohio
The Lindsey Banking Company of Lindsey, Ohio	Lindsey, Ohio
County Auditor of Sandusky County	Sandusky County Court House Fremont, Ohio
County Treasurer of Sandusky County	Sandusky County Court House Fremont, Ohio

The aforementioned property to be appropriated is described as follows:

Parcel No. 70A-71E -- Fee Simple

Situated in the Township of Washington, County of Sandusky and State of Ohio and known as being part of Original Washington Township Section No. 35, Town 6 North, Range 14 East and being all that part of the lands described in the deed to Lewis W. Overmyer, dated April 8, 1918 and recorded in Volume 107, Page 499 of Sandusky County Deed Records, lying within a strip of land 250 feet wide between parallel lines, the Northeasterly line of said strip being parallel to and distant 125 feet Northeasterly, measured on a line normal to

the center line of Ohio Turnpike Project No. 1, as shown by plats recorded in Volume 9, Pages 5 and 6 of Sandusky 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. 70A-71E(2) -- Permanent Easement for
Drainage Purposes

Situated in the Township of Washington, County of Sandusky and State of Ohio and known as being part of Original Washington Township Section No. 35, Town 6 North, Range 14 East and being all that part of the lands described in the deed to Lewis W. Overmyer, dated April 8, 1918 and recorded in Volume 107, Page 499 of Sandusky County Deed Records, bounded and described as follows:

Bounded on the Northeasterly side by a line drawn parallel 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 9, Page 5 of Sandusky County Map Records;

On the Southwesterly side by a line drawn parallel and distant 300 feet Southwesterly of, measured on a line normal to said center line;

On the Southeasterly side by a line drawn normal to said Turnpike center line at Station 230+00;

On the Northwesterly side by a line drawn normal to said Turnpike center line at Station 228+00.

Parcel No. 70A-71E(4) -- Permanent Easement for
Drainage Purposes

Situated in the Township of Washington, County of Sandusky and State of Ohio and known as being part of Original Washington Township Section No. 35, Town 6 North, Range 14 East and being all that part of the lands described in the deed to Lewis W. Overmyer, dated April 8, 1918 and recorded in Volume 107, Page 499 of Sandusky County Deed Records, being all that part of a strip of land 100 feet wide lying within the bounds of lands conveyed to Lewis W. Overmyer, as aforesaid, bounded and described as follows:

Being 25 feet Westerly of and 75 feet Easterly of the following described center line; Beginning on a line drawn parallel to and distant 125 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 9, Page 5 of Sandusky County Map Records, at a point measured at an included angle of 68°, in the North West Quadrant with the said center line at Station 227/97 on the center line; thence continuing on the same line to a point distant 1625 feet, measured from said center line of Ohio Turnpike Project No. 1; thence Easterly at right angle to the last described line, and being 25 feet Southerly of and 75 feet Northerly of the center line to a point distant 675.00 feet; thence Northerly at right angles to the last described line, 25 feet Westerly of and 75 feet Easterly of the center line, to a point distant 700 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. 70A-71-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. 397-1953

"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>
Joseph Widman	R. F. D. #1, Fremont, Ohio
Bertha Widman	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. 73-B -- 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. 8, Town 5 North, Range 15 East and being all that part of the lands described in the deed to Joseph Widman and Bertha Widman, dated August 3, 1939 and recorded in Volume 152, Page 30 of Sandusky County Deed Records lying within a strip of land 210 feet wide between parallel lines, the Northeasterly line of said strip being parallel to and distant 100 feet Northeasterly, measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plats recorded in Volume 9, Pages 1b and 2b of Sandusky County Map Records, and the Southwesterly line of said strip being parallel to and distant 110 feet Southwesterly, measured on a line normal to said center line.

Parcel No. 73-B(2) -- Permanent Easement for Highway Purposes

Situated in the Township of Sandusky, County of Sandusky and State of Ohio and known as being part of Original Sandusky Township Section No. 8, Township 5 North, Range 15 East and being all that part of the lands described in the deed to Joseph Widman and Bertha Widman, dated August 3, 1939 and recorded in Volume 152,

Page 30 of Sandusky County Deed Records, and bounded and described as follows:

Beginning at a point on the center line of Kingsway Road, distant 100 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 9, Page 1b and 2b of Sandusky County Map Records; thence Easterly along the center line of Kingsway Road to a point distant 828.74 feet Easterly, measured along said center line from its intersection with the center line of said Ohio Turnpike Project No. 1; thence Southerly and at right angles to the center line of Kingsway Road, 27.78 feet; thence Westerly in a direct line to a point distant 100 feet Northeasterly of, measured on a line normal to, the center line of said Ohio Turnpike Project No. 1 at Station 400/90; thence Northwesterly and parallel with the center line of said Ohio Turnpike Project No. 1 to the place of beginning.

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

Parcel No. 73-B(3) -- Permanent Easement for Highway Purposes

Situated in the Township of Sandusky, County of Sandusky and State of Ohio and known as being part of Original Sandusky Township Section No. 8, Town 5 North, Range 15 East and being all that part of the lands described in the deed to Joseph Widman and Bertha Widman, dated August 3, 1939 and recorded in Volume 152, page 30 of Sandusky County Deed Records, and bounded and described as follows:

Beginning on the center line of Kingsway Road at a point distant 110 feet Southwesterly, measured on a line normal to, the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 9, Pages 1b and 2b of Sandusky County Map Records; thence Westerly along the center line of Kingsway Road to a point distant 784.43 feet Westerly, measured along said center line from its intersection with the center line of said Ohio Turnpike; thence Southerly and at right angles to the center line of Kingsway Road, 25 feet; thence Southeasterly to a point 50 feet Southerly, measured at right angles, to the center line of Kingsway Road from

a point 600 feet Westerly, measured along said center line from its intersection with said Turnpike centerline; thence Southeasterly on a line passing through a point 75 feet Southerly, measured at right angles, to the center line of Kingsway Road from a point 200 feet Westerly, measured along said center line from its intersection with said Turnpike center line, to a point 110 feet Southwesterly, measured on a line normal to said Turnpike centerline at Station 397/50.75; thence Northwesterly on a line drawn parallel to, and distant 110 feet Southwesterly of, measured on a line normal to said Turnpike centerline, to the place of beginning.

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

Parcel No. 73-B(6) -- Permanent Easement for Drainage Purposes

Situated in the Township of Sandusky, County of Sandusky and State of Ohio and known as being part of Original Sandusky Township Section No. 8, Township 5 North, Range 15 East and bounded and described as follows:

Beginning on the centerline of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 9, Page 1b of Sandusky County Map Records, at Station 403/73.25 on said centerline; thence Northerly on a line forming an angle of $57^{\circ} 46'$ in the Northwest Quadrant with said Turnpike centerline, to its intersection with a line drawn parallel to, and distant 100 feet Northeasterly of, measured on a line normal to said Turnpike centerline, and the principal place of beginning; thence continuing Northerly along the prolongation of the last described line to its intersection with a line drawn from a point distant 100 feet Northeasterly of, measured on a line normal to said Turnpike centerline at Station 400/90, to a point 27.78 feet Southerly, measured at right angles to the centerline of County Road #109, from a point 828.74 feet Easterly, measured along said centerline from its intersection with said Turnpike centerline; thence Southwesterly along the last described line to said point 100 feet Northeasterly of, measured on a line normal to, said Turnpike centerline at Station 400/90; thence Southeasterly along a line drawn parallel to, and distant 100 feet Northeasterly of, measured on a line

normal to said Turnpike centerline, 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 parcel described above as Parcel No. 73-B, 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. 398-1953

"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>
Anna Marie Caroline Bussman	1665 Kalids Drive, Toledo, Ohio
Maria Louisa Sophia Koch	Woodville, Ohio
Louise Frieda Kehlenbrink	Woodville, Ohio
Henry Friedrich Koch	Woodville, Ohio

Anna Koch	Woodville, Ohio
Fred Gockerman	Genoa, Ohio
Mildred Wilka	Millburg, Ohio
Alfred Wilka	Millburg, Ohio
Donald Goeckerman	Walbridge, Ohio
Thelma Goeckerman	Walbridge, Ohio
Robert Goeckerman	Delta, Ohio
Gordon Goeckerman, a minor	Genoa, Ohio
Fred Goeckerman, parent guardian of Gordon Goeckerman, a minor	Genoa, Ohio
Edith Ballard	Tontongany, Ohio
John Ballard	Tontongany, Ohio
Helma Day	Claysville, Pennsylvania
Hamilton Day	Claysville, Pennsylvania
Edna Dickey	East Toledo, Ohio
Martin Dickey	East Toledo, Ohio
Margaret Sandwisch	Woodville, Ohio
Rudolph Sandwisch	Woodville, Ohio
Esther Weigel	Woodville, Ohio
Alton Weigel	Woodville, Ohio
River Oil Company	Elmore, Ohio
Russell Harr	R. F. D., Elmore, Ohio
The unknown heirs, devisees and assigns of Katharina Maria Schorfheide	Addresses Unknown

The unknown heirs, devisees, Addresses Unknown
and assigns of Lydia L. R.
Schorfheide, deceased

The unknown heirs, devisees, Addresses unknown
and assigns of Emma
Goeckerman, deceased

County Auditor of Ottawa Ottawa County Court House,
County Port Clinton, Ohio

County Treasurer of Ottawa County Court House,
Ottawa County Port Clinton, Ohio

The aforementioned property to be appropriated is
described as follows:

Parcel No. 65-D -- Fee Simple

Situated in the Township of Harris, County of Ottawa and State of Ohio and known as being part of Original Harris Township Section Nos. 14 and 23, Town 6 North, Range 13 East and being all that part of the lands described in the Certificate of Transfer in the matter of the Estate of Ernest Phielip Bussman, dated January 12, 1933 and recorded in Volume 103, Page 464 of Ottawa 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 8, Page 24 of Ottawa 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. 65-D(4) -- Permanent Easement for Highway Purposes,

Situated in the Township of Harris, County of Ottawa and State of Ohio and known as being part of Original Harris Township Section No. 23, Town 6 North, Range 13 East and being all that part of the lands described in the Certificate of Transfer in the matter of the Estate of Ernest Phielip Bussman, dated January 12, 1933 and recorded in Volume 103, Page 464 of Ottawa County Deed Records, bounded and described as follows:

Beginning on a line parallel to and distant 120 feet Southwesterly from, measured on a line normal to, the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 8, Page 24 of Ottawa County Map Records at its intersection with the Easterly line of lands described in the Certificate of Transfer as aforesaid; thence Northwesterly along said parallel line to its intersection with a line drawn Southwesterly, normal to said center line of Ohio Turnpike Project No. 1 from Station 278+31 on said center line; thence Southwesterly to a point distant 70 feet Northwesterly, measured at right angles, from a point on 'Line A', hereinafter described, distant 400 feet Southwesterly, measured along said 'Line A' from its intersection with said center line of Ohio Turnpike Project No. 1; thence Southwesterly to a point distant 60 feet Northwesterly, measured at right angles, from a point on said 'Line A' distant 500 feet Southwesterly, measured along said 'Line A' from its intersection with said center line of Ohio Turnpike Project No. 1; thence Southwesterly to a point distant 60 feet Northwesterly, measured at right angles, from a point on said 'Line A' distant 500 feet Southwesterly, measured along said 'Line A', from its intersection with said center line of Ohio Turnpike Project No. 1; thence Southwesterly to a point distant 50 feet Northwesterly, measured at right angles, from a point on said 'Line A' distant 700 feet Southwesterly, measured along said 'Line A', from its intersection with said Turnpike centerline; thence Southwesterly to a point distant 30 feet Northwesterly, measured at right angles, from a point on said 'Line A' distant 800 feet Southwesterly, measured along said 'Line A' from its intersection with said Turnpike centerline;

thence Southeasterly on a line drawn at right angles to said 'Line A' 30 feet to a point thereon; thence continuing Southeasterly along said right angle line 30 feet to a point; thence Northeasterly to a point distant 60 feet Southeasterly, measured at right angles, from a point on said 'Line A' distant 700 feet Southwesterly, measured along said 'Line A' from its intersection with said Turnpike centerline; thence Northeasterly to a point distant 60 feet Southeasterly, measured at right angles, from a point on said 'Line A' distant 600 feet Southwesterly, measured along said 'Line A', from its intersection with said Turnpike centerline; thence Northeasterly to a point distant 70 feet Southeasterly, measured at right angles, from a point on said 'Line A' distant 500 feet Southwesterly, measured along said center line, from its intersection with said Turnpike centerline; thence Northeasterly to a point distant 80 feet Southeasterly, measured at right angles, from a point on said 'Line A' distant 400 feet Southwesterly, measured along said center line, from its intersection with said Turnpike centerline; thence Northeasterly to a point distant 300 feet Southwesterly, measured on a line normal to said Turnpike centerline, from Station 279+17 on said center line; thence Southeasterly along a 'straight line' to its intersection with the Easterly line of lands described in the Certificate of Transfer as aforesaid, said 'straight line' if prolonged, extending to a point distant 300 feet Southwesterly, measured on a line normal to said Turnpike centerline, from Station

280+42 on said center line; thence Northerly along said Easterly line to the place of beginning.

'Line A' hereinabove referred to, being the proposed relocated center line of State Route #105, is described as follows: Beginning at Station 281+00 on said center line of Ohio Turnpike Project No. 1; thence Southwesterly on a line forming an angle of $40^{\circ} 30' 00''$, Northwest, with said center line 218.40 feet to a point of Spiral curvature; thence Southwesterly on a 3-Degree Spiral Curve deflecting to the left a distant of 150 feet to a point of curve; thence Southwesterly on a curve deflecting to the left, said curve having a radius of 1432.39 feet and a central angle of $13^{\circ} 53' 30''$, a distance of 197.29 feet to a point of Spiral curvature; thence Southwesterly along a 3-Degree Spiral curve deflecting to the left a distance of 150 feet to a point of tangency in the existing center line of State Route #105; thence Southwesterly along said center line 134.31 feet to a point.

Excepting therefrom that portion thereof lying within the bounds of State Route #105, as now established.

Parcel No. 65-D(7) -- Fee Simple

Situated in the Township of Harris, County of Ottawa and State of Ohio and known as being part of Original Harris Township Section No. 23, Town 6 North, Range 13 East and being all that part of the lands described in the Certificate of Transfer in the matter of the Estate of Ernest Phielip Bussman, dated January 12, 1933 and recorded in Volume 103, Page 464 of Ottawa County

Deed Records, bounded and described as follows:

Beginning at a point on 'Line A', hereinafter described, distant 950 feet Southwesterly, measured along said 'Line A' from its intersection with the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 8, Page 24 of Ottawa County Map Records;

Course 1: Thence Northwesterly on a line drawn at right angles to said 'Line A' 30 feet to a point;

Course 2: Thence Northerly to a point distant 120 feet Southwesterly, measured on a line normal to said center line of Ohio Turnpike Project No. 1, from Station 272/75 on said center line;

Course 3: Thence Southeasterly on a line parallel to said center line of Ohio Turnpike Project No. 1 to its intersection with a line drawn parallel to and distant 50 feet Easterly, measured at right angles, from Course 2, above described;

Course 4: Thence Southerly along the last described parallel line to a point distant 30 feet Northwesterly, measured at right angles, from said 'Line A', hereinafter described;

Course 5: Thence Southeasterly on a line drawn at right angles to said 'Line A' 30 feet to a point thereon;

Course 6: Thence Southwesterly along said 'Line A' to the place of beginning.

'Line A' hereinabove referred to, is described as follows:

Beginning at Station 281/00 on said center line of Ohio Turnpike Project No. 1; thence Southwesterly on a line forming an angle of $40^{\circ} 30' 00''$, Northwest to Southwest, with said center line 218.40 feet to a point of spiral curvature; thence Southwesterly along a 3-Degree Spiral curve deflecting to the left a distant of 150 feet to a point of curve; thence Southwesterly on a curve deflecting to the left, said curve having a radius of 1432.39 feet and a central angle of $13^{\circ} 53' 30''$, a distance of 197.29 feet to a point of spiral curvature; thence South-

westerly along a 3-Degree Spiral curve deflecting to the left a distance of 150 feet to a point of tangency in the existing center line of State Route #105; thence Southwesterly along said center line 234.31 feet to a point.

Excepting therefrom that portion thereof lying within the bounds of State Route #105, as now established.

Parcel No. 65-D(8) -- Temporary Easement for Detour Purposes

Situated in the Township of Harris, County of Ottawa and State of Ohio and known as being part of Original Harris Township Section No. 23, Town 6 North, Range 13 East and being all that part of the lands described in the Certificate of Transfer in the matter of the Estate of Ernest Phielip Bussman, dated January 12, 1933 and recorded in Volume 103, Page 464 of Ottawa County Deed Records, bounded and described as follows:

Beginning at a point 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 8, Page 24 of Ottawa County Map Records, from Station 278/12 on said center line; thence Southeasterly on a line parallel to said Turnpike center line to its intersection with a line drawn Southwesterly, normal to said center line, from Station 278/31 on said center line; thence Southwesterly to a point distant 70 feet Northwesterly, measured at right angles, from a point on 'Line A', hereinafter described, distant 400 feet Southwesterly, measured along said 'Line A', from its intersection with said Turnpike center line; thence Southwesterly to a point distant 60 feet Northwesterly, measured at right angles, from a point on said 'Line A', hereinafter described, distant 500 feet Southwesterly, measured along said 'Line A', from its intersection with said Turnpike center line; thence Southwesterly to a point distant 60 feet Northwesterly, measured at right angles, from a point on said 'Line A' distant 600 feet Southwesterly, measured along said 'Line A' from its intersection with said Turnpike center line; thence Southwesterly to a point distant 50 feet Northwesterly, measured at right angles, from a point on said 'Line A' distant 700 feet Southwesterly, measured along said 'Line A' from its intersection with said Turnpike center line; thence Southwesterly to a point distant 30 feet Northwesterly, measured at right

angles, from a point on said 'Line A' distant 800 feet Southwesterly, measured along said 'Line A' from its intersection with said Turnpike center line; thence Southeasterly on a line drawn at right angles to said 'Line A' 30 feet to a point thereon; thence Southwesterly along said 'Line A' 50 feet to a point; thence Northwest-erly on a line drawn at right angles to said 'Line A' 30 feet to a point; thence Northeasterly to a point distant 75 feet Northwest-erly, measured at right angles, from a point on said 'Line A' distant 715.69 feet Southwesterly, measured along said 'Line A' from its intersection with said center line of Ohio Turnpike Project No. 1; thence Northeasterly on a direct line to the place of beginning.

'Line A' hereinabove referred to, which is the proposed relocation of the center line of State Route #105, is described as follows; Beginning at Station 281+00 on said center line of Ohio Turnpike Project No. 1; thence Southwesterly on a line forming an angle of $40^{\circ} 30' 00''$, Northwest to Southwest, with said center line 218.40 feet to a point of Spiral curvature; thence Southwesterly along a 3-Degree Spiral curve deflecting to the left a distance of 150 feet to a point of curve; thence Southwesterly on a curve deflecting to the left, said curve having a radius of 1432.39 feet and a central angle of $13^{\circ} 53' 30''$, a distance of 197.29 feet to a point of Spiral curvature; thence Southwesterly along a 3-Degree Spiral curve deflecting to the left a distance of 150 feet to a point of tangency in the existing center line of State Route #105; thence Southwesterly along said center line 134.31 feet to a point.

Excepting therefrom that portion thereof lying within the bounds of State Route #105, 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 parcels described above as Parcel No. 65-D and Parcel No. 65-D(7), 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. 399-1953

"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>
Clarence Reynolds	R. F. D. , Elmore, Ohio
Martha Reynolds	R. F. D. , Elmore, Ohio
Bradford Supply Company	Bradford, Pennsylvania
County Auditor of Ottawa County	Ottawa County Court House, Port Clinton, Ohio
County Treasurer of Ottawa County	Ottawa County Court House, Port Clinton, Ohio

The aforementioned property to be appropriated is described as follows:

Parcel No. 67-F -- Fee Simple

Situated in the Township of Harris, County of Ottawa and State of Ohio and known as being part of Original Harris Township Section No. 19, Town 6 North, Range 14 East and being all that part of the lands described in the deed to Clarence Reynolds and Martha

Reynolds, dated March 29, 1945 and recorded in Volume 129, Page 334 of Ottawa County Deed Records lying within a strip of land 245 feet wide between parallel lines, the Northeasterly line of said strip being parallel to and distant 115 feet Northeasterly, measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plats recorded in Volume 8, Pages 28a and 29 of Ottawa County Map Records, and the Southwesterly line of said strip being parallel to and distant 130 feet Southwesterly, measured on a line normal to said center line.

Parcel No. 67-F(1) -- Permanent Easement for Highway Purposes

Situated in the Township of Harris, County of Ottawa and State of Ohio and known as being part of Original Harris Township Section No. 19, Town 6 North, Range 14 East and being all that part of the lands described in the deed to Clarence Reynolds and Martha Reynolds, dated March 29, 1945 and recorded in Volume 129, Page 334 of Ottawa County Deed Records, bounded and described as follows:

Beginning in the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 8, Page 29 of Ottawa County Map Records, which center line bears South $55^{\circ} 06' 23''$ East, at Station 392/12.95 on said center line.

Course 1: Thence North $0^{\circ} 34' 23''$ West, 550 feet to a point and the principal place of beginning.

Course 2: Thence Westerly at right angles to the last described line to a point distant 20 feet Westerly, measured along said right angle line from its intersection with the center line of Dishinger Road, said center line being also the Easterly line of land described in the deed as aforesaid.

Course 3: Thence Southwesterly to a point distant 45 feet Westerly, measured at right angles from a point on said Course 1 above described, distant 400 feet Northerly, measured along said Course 1 from its intersection with said center line of Ohio Turnpike Project No. 1.

Course 4: Thence Southwesterly to a point distant 115 feet Northeasterly, measured on a line normal to said center line of Ohio Turnpike Project No. 1 from Station 390/50 on said center line.

Course 5: Thence Southeasterly on a line parallel to said center line to its intersection with the Easterly line of land described in the deed to Clarence and Martha Reynolds as aforesaid.

Course 6: Thence Northerly along said Easterly line to its intersection with a line drawn Easterly at right angles to said Course 1 above described, from the principal place of beginning.

Course 7: Thence Westerly along said right-angle line to the principal place of beginning.

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

Parcel No. 67-F(2) -- Permanent Easement for Highway Purposes

Situated in the Township of Harris, County of Ottawa and State of Ohio and known as being part of Original Harris Township Section No. 19, Town 6 North, Range 14 East and being all that part of the lands described in the deed to Clarence Reynolds and Martha Reynolds, dated March 29, 1945 and recorded in Volume 129, Page 334 of Ottawa County Deed Records, bounded and described as follows:

Beginning at Station 392/12.95 on the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 8, Page 29 of Ottawa County Map Records, said center line bearing South $55^{\circ} 06' 23''$ East at said Station.

Course 1: Thence South $00^{\circ} 34' 23''$ East 509.31 feet to a point.

Course 2: Thence Westerly at right angles to the last described line to a point distant 20 feet Westerly, measured at right angles from the center line of Dishinger Road, said center line being the Easterly line of land described in the deed as aforesaid.

Course 3: Thence Northwesterly along a straight line to its intersection with the Southerly line of land so described in the deed to Clarence and Martha Reynolds aforesaid, said straight line if prolonged extending to a point distant 45 feet Westerly, measured at right angles from a point on Course 1 above described, distant 400 feet Southerly, measured along said Course 1 from its intersection with said center line of Ohio Turnpike Project No. 1, and the principal place of beginning.

Course 4: Thence Northwesterly continuing along said straight line to said point distant 45 feet Westerly, measured at right angles from said point on Course 1, distant 400 feet Southerly, measured along said Course 1 from its intersection with said center line of Ohio Turnpike Project No. 1.

Course 5: Thence Northwesterly to a point distant 130 feet Southwesterly, measured on a line normal to said center line of Ohio Turnpike Project No. 1 from Station 392+05 on said center line.

Course 6: Thence Southeasterly on a line parallel to said center line of Ohio Turnpike Project No. 1 to its intersection with the Easterly line of lands so deeded to Clarence and Martha Reynolds.

Course 7: Thence Southerly along said Easterly line to the Southeasterly corner of lands so deeded.

Course 8: Thence Westerly along the Southerly line of land so deeded to the principal place of beginning.

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

Parcel No. 67-F(4) -- Permanent Easement for Drainage Purposes

Situated in the Township of Harris, County of Ottawa and State of Ohio, and known as being part of Original Harris Township Section No. 19, Town 6 North, Range 14 East and being all that part of the lands described in the deed to Clarence Reynolds and Martha Reynolds, dated March 29, 1945 and recorded in Volume 129, Page 334 of Ottawa County Deed Records, and bounded and described as follows:

Beginning on a line drawn parallel to and distant 130 feet Southwesterly, measured on a line normal to, the centerline of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 8, Page 28a of Ottawa County Map Records, at its intersection with a line normal to said center line at Station 381/50; thence Northwesterly along said parallel line to its intersection with a line drawn Southwesterly, normal to the center line of said Ohio Turnpike Project No. 1 as aforesaid, from Station 377/50; thence Southwesterly along said normal line, 170 feet; thence Southeasterly and parallel to the center line of said Ohio Turnpike Project No. 1 as aforesaid, 400 feet to its intersection with a line drawn Southwesterly, normal to the center line of said Ohio Turnpike Project No. 1 from Station 381/50; thence Northeasterly along said normal line, 170 feet to the place of beginning.

Parcel No. 67-F(5) -- Permanent Easement for Drainage Purposes

Situated in the Township of Harris, County of Ottawa and State of Ohio and known as being part of Original Harris Township Section No. 19, Town 6 North, Range 14 East and being all that part of the lands described in the deed to Clarence Reynolds and Martha Reynolds, dated March 29, 1945 and recorded in Volume 129, Page 334 of Ottawa County Deed Records, and bounded and described as follows:

Beginning on a line drawn parallel to and distant 115 feet Northeasterly, measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 8, Page 28a of Ottawa County Map Records, at its intersection with the Northwesterly line of land so conveyed to Clarence and Martha Reynolds as aforesaid; thence Northeasterly along the Northwesterly line of land so conveyed to its intersection with a line drawn Northeasterly, measured on a line normal to the center line of said Ohio Turnpike Project No. 1 as aforesaid, from Station 381/50; thence Southwesterly along said normal line to its intersection with a line drawn parallel to and distant 115 feet Northeasterly, measured on a line normal to the center line of said Ohio Turnpike Project No. 1 as aforesaid; thence Northwesterly along said parallel line to the place of beginning.

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

First: Any and all abutters' rights, including access rights, appurtenant to any remaining portion of the lands of said owner or owners of which the above-described real estate shall have formed a part prior hereto, in over, or to the parcel described above as Parcel No. 67-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. 400-1953

"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>
Robert E. Kohls	Garden Road, Swanton, Ohio
_____ Kohls, first name unknown, spouse of Robert E. Kohls	Address Unknown
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. 44-AA -- Permanent Easement for Highway Purposes

Situated in the Township of Monclova, County of Lucas and State of Ohio and known as being part of Lot No. 9 in Hamlin's Subdivision of a part of Original Monclova Township Section No. 2 and being bounded as follows:

Southeasterly by the centerline of State Route No. 2, as now established.

Northwesterly by a line drawn parallel to, and distant 100 feet Northwesterly of, measured at right angles to said centerline of State Route No. 2;

Easterly by the Easterly line of land described in the deed to Robert E. Kohls, dated January 18, 1945 and recorded in Volume 1164, Page 500 of Lucas County Deed Records;

Westerly by the Westerly line of land so described in said deed to Robert E. Kohls.

Excepting therefrom that portion thereof lying within the bounds of State Route No. 2, as now established."

Resolution No. 401-1953

"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 easement 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>
Fred Welch	R. F. D. , Swanton, Ohio
Margie Welch	R. F. D. , Swanton, Ohio
County Auditor of Fulton County	Fulton County Court House Wauseon, Ohio
County Treasurer of Fulton County	Fulton County Court House Wauseon, Ohio

The aforementioned property to be appropriated is described as follows:

Parcel No. 39-A(1) -- Fee Simple

Situated in the Township of Fulton, County of Fulton and State of Ohio and known as being part of Original Fulton Township Section No. 1, Town 7 North, Range 8 East and being all that part of the lands described in the deed to Fred Welch and Margie Welch, dated January 2, 1947 and recorded in Volume 150, Page 359 of Fulton County Deed Records lying within a strip of land 15 feet wide between parallel lines, the Northerly line of said strip being parallel to and distant 145 feet Northerly, measured on a line normal to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 4, Page 15 of Fulton County Map Records, and the Southerly line of said strip being parallel to and distant 130 feet Northerly, measured on a line normal to said center line.

Parcel No. 39-A(2) -- Permanent Easement for Drainage Purposes

Situated in the Township of Fulton, County of Fulton and State of Ohio and known as being part of Original Fulton Township Section No. 1, Town 7 North, Range 8 East and being all that part of the lands described in the deed to Fred Welch and Margie Welch, dated January 2, 1947 and recorded in Volume 150, page 359 of Fulton County Deed Records, bounded and described as follows:

Beginning on the center line of State Route #64 at its intersection with a line parallel to and distant 145

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 4, Page 15 of Fulton County Map Records; thence Easterly along said parallel line to a point distant 57 feet Northeasterly, measured at right angles, from a point on the center line of State Route #64, distant 144.2 feet Northwesterly, measured along said center line, from its intersection with the center line of said Ohio Turnpike Project No. 1; thence Northerly to a point distant 77 feet Northeasterly, measured at right angles, from a point on the center line of State Route #64, distant 167 feet Northwesterly, measured along said center line, from its intersection with the center line of Ohio Turnpike Project No. 1; thence Westerly to a point distant 25 feet Northeasterly, measured at right angles, from a point on the center line of State Route #64, distant 205 feet Northwesterly, measured along said center line, from its intersection with the center line of Ohio Turnpike Project No. 1; thence Southwesterly on said right angle line, 25 feet to said center line of State Route #64; thence Southeasterly along said center line to the place of beginning.

Excepting therefrom that portion thereof lying within the bounds of State Route #64, as now established."

Resolution No. 402-1953

"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 House 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, bounded as follows:

On the East by the Easterly line of land described in said Affidavit of Descent in the matter of the Estate of Samuel Clifton, Deceased, as aforesaid;

On the West by the Westerly line of land described in said Affidavit of Descent, as aforesaid;

On the South by a line drawn parallel to, and distant 110 feet Southerly of, measured on a line normal to, the centerline of Ohio Turnpike Project No. 1, as shown by plats recorded in Volume 5, Pages 38 and 39 of Williams County Map Records;

On the North by the following described line: Beginning on the Westerly line of land described in said Affidavit of Descent, as aforesaid, at its intersection with a line drawn parallel to, and distant 120 feet Northerly of, measured on a line normal to said Turnpike

centerline; thence Easterly along said Parallel line to its intersection with a line drawn Northerly, normal to said Turnpike centerline at Station 1140/00; Northerly along said line drawn normal to said Turnpike centerline, to its intersection with a line drawn parallel to, and distant 125 feet Northerly of, measured on a line normal to said Turnpike centerline; thence Easterly along said parallel line to the Easterly line of land described in said Affidavit of Descent, as aforesaid.

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 245 feet wide between parallel lines, the Northeasterly line of said strip being parallel to and distant 125 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 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 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."

Resolution No. 403-1953

"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>
Cooley Ellis	3635 Talmadge Road, Toledo, Ohio
Mary Ellis	3635 Talmadge Road, Toledo, Ohio
Ruth E. Slater, formerly Ruthe E. Ellis	Lakeland, Michigan
Joel S. Rhinefort	3866 Brookside Road, Toledo, Ohio
Nolan Boggs, Howard W. Boggs, and Ralph Boggs, doing business as Boggs, Boggs, and Boggs, a partnership	828 Nicholas Bldg. Toledo, Ohio
John F. Kumler	3615 River Road, Toledo, Ohio
The unknown heirs, devisees, and assigns of Frederick A. Kumler, deceased	Addresses Unknown
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. 51-B -- Fee Simple

Situated in the City of Maumee, County of Lucas and State of Ohio and known as being part of Lots Nos. 39, 40, 41 and 47 in Sylvan Park as shown by plat recorded in Volume 6, Page 18 of Lucas County Map Records and part of Private Grant 581 in Town 3, United States Reserve of 12 miles square at the foot of the rapids of the Miami of Lake Erie, and bounded and described as follows:

Beginning in Southerly line of land conveyed to the City of Toledo by deeds dated May 1, 1931 and recorded in Volume 858, page 75 of Lucas County Deed Records at its intersection with a line parallel to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 50, page 20 of Lucas County Map Records and distant Northeasterly there from 160.00 feet, measured on a line normal to said center line; thence Northwesterly along said parallel line to the Northwesterly line of land conveyed to the City of Toledo as aforesaid; thence Southwesterly along said Northwesterly line to its intersection with a line parallel to said center line and distant Southwesterly there from 160.00 feet, measured on a line normal to said center line; thence Southeasterly along said parallel line to the Southerly line of land conveyed to the City of Toledo as aforesaid; thence Easterly along said Southerly line to the place of beginning.

Parcel No. 51-C -- Fee Simple

Situated in the City of Maumee, County of Lucas and State of Ohio and known as being part of Private Grants Nos. Five hundred eighty (580) and Five hundred eighty-one (581) in the United States Reserve of twelve (12) miles square at the foot of the rapids of the Miami of Lake Erie and bounded and described as follows:

Beginning in the Southeasterly line of Detroit Avenue as now established at its intersection with a line parallel to the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 50, page 20 of Lucas County Map Records and distant Southwesterly therefrom 160.00 feet, measured on a line normal to said center line; thence Southeasterly along said parallel line to the Northwesterly line of land conveyed to the City of Toledo by deed dated May 1, 1931 and recorded in Volume 858, page 75 of Lucas County Deed Records; thence Northeasterly along said Northwesterly line to its intersection with a line parallel to said center line and distant Northwesterly therefrom 160.00 feet, measured on a line normal to said center line; thence Northwesterly along said parallel line to the Southeasterly line of the abandoned Miami and Erie Canal; thence Southwesterly along said Southwesterly line to the Southeasterly line of Detroit Avenue; thence Southwesterly along said Southeasterly line of Detroit Avenue to the place of beginning.

Parcel No. 51-C(1) -- Permanent Easement for Water-Line Purposes

Situated in the City of Maumee, County of Lucas and State of Ohio and known as being part of Private Grant No. 581 in the United States Reserve of Twelve (12) Miles Square at the foot of the Rapids of the Miami of Lake Erie and being bounded and described as follows:

Beginning on a line parallel to and distant 160 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 50, Page 20 of Lucas County Map Records at its intersection with the Southeasterly line of the abandoned Miami and Erie Canal; thence Southeasterly along said parallel line to a point normal to said center line of Ohio Turnpike Project No. 1 at Station 740/15; thence Northerly to a point distant 70 feet Southeasterly, measured at right angles, from a point on the center line of Anthony Wayne Trail, distant 304 feet Northeasterly, 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 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. 51-B and 51-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. 404-1953

"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>
Cooley Ellis	3635 Talmadge Road, Toledo, Ohio
Mary Ellis	3635 Talmadge Road, Toledo, Ohio
Ruth E. Slater, formerly Ruth E. Ellis,	Lakeland, Michigan
Joel S. Rhinefort	3866 Brookside Road, Toledo, Ohio

Nolan Boggs, Howard W. Boggs, and Ralph Boggs, doing business as Boggs, Boggs, and Boggs, a partnership 828 Nicholas Bldg., Toledo, 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. 51-G -- Fee Simple

Situated in the City of Toledo, County of Lucas and State of Ohio and known as being part of Private Grant No. 580 in the United States Reserve and being all that part of the lands described in the deed to Cooley Ellis, dated January 29, 1948 and recorded in Volume 1291, page 221 of Lucas County Deed Records lying within a strip of land 300 feet wide between parallel lines, the Northeasterly line of said strip being parallel to and distant 150 feet Northeasterly, measured on a line normal to, the center line of Ohio Turnpike Project No. 1, as shown by plat recorded in Volume 50, page 18 of Lucas County Map Records, and the Southwesterly line of said strip being parallel to and distant 150 feet Southwesterly, measured on a line normal to said center line.

Parcel No. 51-G(1) -- Permanent Easement for Highway Purposes

Situated in the City of Toledo, County of Lucas and State of Ohio and known as being part of Private Grant No. 580 in the United States Reserve and being all that part of the lands described in the deed to Cooley Ellis, dated January 29, 1948 and recorded in Volume 1291, page 221 of Lucas County Deed Records:

Beginning on the Northeasterly line of Ogontz Subdivision as shown by the recorded plat in Volume 21 of Maps, page 27 of Lucas County Records at its intersection with a line being parallel to and distant 150 feet Northeasterly, measured on a line normal to the center

line of Ohio Turnpike Project No. 1, as shown by the recorded plat in Volume 50 of Maps, page 18 of Lucas County Records; thence Southeasterly along said parallel line to a point on a line drawn radially Southeasterly from Station 2/34.38 on Line A, (said line A being described as follows: Beginning on the center line of Ohio Turnpike Project No. 1 as aforesaid at Station 720/17.72; thence Northeasterly along a line forming an angle of $49^{\circ} 50' 23''$ in the Easterly quadrant 232.31 feet to a point of curvature; thence along a line curving to the right forming a central angle of $13^{\circ} 16' 40''$ and a radius of 716.20 feet to a point of tangency; thence Northeasterly on a line tangent to said curve 157.31 feet to a point of curvature; thence along a line curving to the left forming a central angle of $13^{\circ} 45' 00''$ and a radius of 716.20 feet to a point on the Southwesterly line of the Replat of Vanderbilt Terrace, an Addition recorded in Volume 46 of Maps, page 64 of Lucas County Records); thence Northeasterly along a line parallel to and distant 45 feet Southeasterly, measured on a line normal to line A as aforesaid to a point distant 45 feet Southeasterly, measured on a line normal to line A as aforesaid at Station 4/50; thence Northwesterly along said normal line to 10 feet; thence Northeasterly along a line parallel to and distant 35 feet Southeasterly, measured on a line normal to line A as aforesaid to a point distant 35 feet Southeasterly, measured on a line normal to line A as aforesaid, to a point distant 35 feet Southeasterly, measured on a line normal to the center line of line A as aforesaid at Station 6/50; thence Northwesterly along said normal line 5 feet; thence Northeasterly along a line parallel to and distant 30 feet Southeasterly, measured on a line normal to line A as aforesaid to a point on the Southwesterly line of the Replat of Vanderbilt Terrace as aforesaid; thence Northwesterly along said Southwesterly line 60 feet; thence Southwesterly along a line parallel to and distant 30 feet Northwesterly, measured on a line normal to line A as aforesaid to a point distant 30 feet Northwesterly, measured on a line normal to line A as aforesaid at Station 6/50; thence Northwesterly along said normal line 5 feet; thence Southwesterly along a line parallel to and distant 35 feet Northwesterly, measured on a line normal to line A as aforesaid to a point distant 35 feet Northwesterly, measured on a line normal to line A as aforesaid at Station 4/50; thence Northwesterly along said normal line 5 feet; thence Southwesterly along

a line parallel to and distant 40 feet Northwesterly, measured on a line normal to line A as aforesaid to a point distant 40 feet Northwesterly, measured on a line normal to line A as aforesaid at Station 3/50; thence Northwesterly along said normal line 10 feet; thence Southwesterly along a line parallel to and distant 50 feet Northwesterly, measured on a line normal to line A as aforesaid to a point distant 50 feet Northwesterly, measured on a line normal to line A as aforesaid at Station 2/45; thence Northwesterly along a line drawn from a point distant 50 feet Northwesterly, measured on a line normal to line A as aforesaid at Station 2/45 to a point distant 180 feet Northeasterly, measured on a line normal to the center line of Ohio Turnpike Project No. 1 as aforesaid at Station 716/50 to the Northeasterly line of Ogontz Subdivision as aforesaid; thence Southeasterly along said Northeasterly 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 parcel described above as Parcel No. 51-G, 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, McKay, Allen, Shocknessy.

Nays: None.

The Chairman declared the resolutions adopted.

The Chairman introduced Mayor Jaworski of the City of Lorain and asked him to introduce the members of his party.

Mayor Jaworski introduced Mr. Malcolm Hartley, Editor of the Lorain Journal; Mr. Joseph Mitock, City Auditor; and Mr. Wallace Chapla, Service Director. He said that his group was very happy to have the privilege of appearing before the Commission, and that they hoped that the Commission would consider naming the Ohio Turnpike Project No. 1 the "King Highway". He said Admiral King was born in Lorain and the citizens of that City were very proud of the work that he had done and were hoping that the Commission could do something in his behalf before he passed on. He also said that his group felt that the Commission could give Admiral King a splendid bouquet while he was living if it could see fit to name the turnpike the "King Highway". Mayor Jaworski thanked the Commission for the privilege of appearing before it in behalf of the citizens and organizations of Lorain and in behalf of other cities.

Mr. Hartley assured the Commission that if it should take the requested action that that step would meet with the general approval of the citizens of the State of Ohio. He said communities along the route and other major cities in the state, such as Springfield and Middletown, had expressed their approval through their councils, and that the Junior Chamber of Commerce in its state-wide convention had passed a resolution in favor of the proposal. Even more important, he said, was the fact that the General Assembly of the State of Ohio, which created the Commission, had adopted a resolution both in the House and in the Senate by an almost unanimous vote requesting that Ohio Turnpike Project No. 1 be designated as "Admiral King Highway". He referred to a news story that Admiral King had declined the honor, and said that close friends of Admiral King had said he would be honored to have the highway so named but that he would not care to have his name bandied about and then rejected. He said the Lorain Committee had worked as quietly as possible in order to prevent having such a thing happen in connection with the instant proposal.

Mr. Mitock said the naming of the turnpike the "Admiral King Highway" should be a spontaneous tribute to a really great American.

Mr. Chapla said that the Turnpike required a name, and that the name proposed would be a benefit to the State of Ohio.

Mayor Jaworski expressed the hope that there would be no argument in the Commission to embarrass Admiral King; that the decision would be either yes or no.

The Chairman thanked Mayor Jaworski and the other gentlemen for attending the meeting. He then further reported that since the last meeting of the Commission the Executive Director, the Executive Assistant and himself had had a conference with Mr. Ernest Green, Mr. Frank Converse and Mr. Miles Evans, all of Cleveland, representing the Ohio Highway and Turnpike Association, who reaffirmed their interest in Ohio Turnpike Project No. 1 and in a project No. 2. He said he believed the conference had been very satisfactory.

Mr. McKay asked when the report concerning weighing and mechanical control devices, procedural matters, etc., would be made to the Commission. The Executive Director said that technical portions of the report already had been completed, and that the Commission would get the complete report within one month.

Resolution No. 405-1953, ratifying actions of administrative officers, was moved for adoption by Mr. Teagarden, seconded by Mr. Allen, as follows:

"WHEREAS the executive director, executive assistant, chief engineer, general counsel, assistant secretary-treasurer, 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, including, but in no wise limited to, the action of the chief engineer and general counsel in issuing all addenda to contract documents, 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 August 21, 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, Linzell, Shocknessy.

Nays: None.

The Chairman declared the resolution adopted.

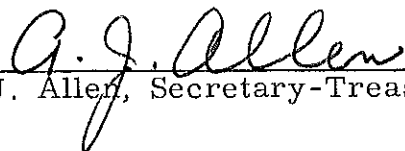
There being no further business to come before the Commission, a motion was made by Mr. Linzell, seconded by Mr. McKay, that the meeting adjourn subject to the call of the Chairman. A vote by ayes and nays was taken and all members responded to roll call. The vote was as follows:

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

Nays: None.

The Chairman declared the meeting adjourned. The time of adjournment was 12:25 o'clock P. M.

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


A. J. Allen, Secretary-Treasurer