

MINUTES OF THE 336th MEETING OF THE OHIO TURNPIKE COMMISSION

December 20, 1982

Pursuant to bylaws the Ohio Turnpike Commission met in regular session in the Administration Building at 682 Prospect Street in Berea, Ohio at 11:00 a.m. on December 20, 1982, with key members of the staff; representatives of the consulting engineers, J. E. Greiner Company-Ohio; a representative of the trustee, The BancOhio National Bank; John W. Clark, Special Assistant to the Director of Transportation; representatives of the Commission's bond and fiscal counsel, Squire, Sanders & Dempsey; Captain Russell Miller, Commander District 10, Ohio State Highway Patrol; two members of the press, Steve Fogarty, Elyria Chronicle Telegram, and Richard Peery, Cleveland Plain Dealer; 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: David L. Weir, Charles R. Pinzone, William H. Schneider, Clarence D. Rogers, Jr.

Absent: Sandra Dombey Cooke

A motion was made by Mr. Pinzone, seconded by Mr. Schneider, that the minutes of the meeting of October 19, 1982, which had been examined by the Members and on which the corrections suggested by the Members had been made, be approved without reading.

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

Ayes: Mr. Pinzone, Mr. Schneider, Mr. Weir, Mr. Rogers

Nays: None

The Chairman declared the minutes stood approved with all Members present voting in the affirmative.

The Chairman reported that the meeting was the 336th of the Ohio Turnpike Commission. He said that since the annual Christmas luncheon was scheduled to follow the meeting, he trusted that the business of the meeting could be conducted and concluded in a prompt manner so that all in attendance might join the employees at the luncheon.

The Chairman reported further that Mrs. Cooke had a conflict that developed at the last minute and she could not be at the meeting. He said that he wanted the record to show that he appreciated the fact that Mrs. Cooke had chaired the last Commission meeting on October 19, 1982, when he could not attend because of a court matter in Cleveland in which he was involved.

The Chairman reported further that the mother of David Weir recently passed away and on behalf of the other Members and the staff, he wished to express condolences to Mr. Weir.

The Chairman reported further that a number of guests were at the meeting whom he wished to recognize. He said that at the meeting were William Hartman and Dean Berry of Squire, Sanders & Dempsey, the Commission's labor and fiscal counsel; Frank Callahan and Tom Sawyer, partners of J. E. Greiner-Ohio, the Commission's consulting engineers; Joseph Sesler of BancOhio National Bank, the Commission's trustee; John McBee, Ohio Administrator of the Federal Highway Administration; Browning Crow and Ralph Robison of Howard, Needles, Tammen and Bergendoff, the Commission's design consultants for a project to replace and widen the decks of the Cuyahoga River bridges on which the Commission would award the construction contract to the National Engineering and Contracting Company, represented by Julius Zukas, President, and Bob Park, Chief Engineer; Captain Russell Miller, the new Commander of the Turnpike's District 10 of the Ohio State Highway Patrol, who was attending his first Commission meeting; and, of course, the other staff members and conferees who regularly attend. He said he also welcomed Steve Fogarty of the Elyria Chronicle Telegram, and Richard Peery of the Cleveland Plain Dealer.

The Chairman reported further that as the end of the year was approaching, he would review the latest statistics compiled on the Commission's 1982 financial experience.

The Chairman reported further that comparing traffic activity from January through November 1982 with that for the same period in 1981, the number of passenger cars decreased 2.1%, while the number of commercial vehicles dropped 10.4%. He said that for the same period, toll revenue from passenger cars increased 36.8%, and commercial vehicle tolls were up 28.3%. He said both increases, of course, resulted from the toll rate increase that went into effect February 1st. He said that through November 1982, total revenues amounted to \$64,393,092, an increase of 30.5% from 1981. He said there was no sign yet, especially from commercial revenues, that the recession was abating.

The Chairman reported further that operating expenses for the eleven months of 1982 were \$28,082,705, up 10.8% from last year but still below the amount budgeted. He said bond purchases in 1982, in accordance with the recommendation in the consulting engineers' 1981 toll structure analysis report, accepted and adopted by the Commission in December 1981, totalled \$4,811,000. He said the outstanding debt was then only \$9,622,000 of the original \$326,000,000 borrowed. He said that as reported at the last Commission meeting, no additional bonds would be purchased until 1983, when it was expected that another \$4,811,000 face amount of bonds would be retired.

The Chairman reported further that there were three resolutions to be acted upon by the Commission at the meeting. He said the Members had already been given drafts of the resolutions and they would be explained and presented during the course of the various committee and staff reports.

The Chairman said that in the absence of any questions the report of the Chairman was accepted as offered. He said the report of the Secretary-Treasurer, Mr. Pinzone, would be received.

Mr. Pinzone said that since the last Commission meeting the following had been sent to all Members:

1. Weekly Traffic Statistics
2. Investment Transactions which occurred during October and November, 1982
3. Financial Statements for October and November, 1982
4. Traffic and Revenue Report for October and November, 1982
5. Traffic Accident Summary Report for October and November, 1982
6. Draft of Minutes of the Commission Meeting held October 19, 1982
7. Release #1 - November 9, 1982 - Three Public Hearings

The Chairman said the report of the Secretary-Treasurer was accepted as offered. He said the report of the Committee on Budget and Finance would be received.

The vice chairman of the Committee on Budget and Finance, Allan V. Johnson, said that at the meeting it was necessary for the Commission to adopt, finally, its budget for 1983.

Mr. Johnson said further that, first, he wanted to report that actual expenses for the first eleven months of 1982 were some \$1,333,000 or 4.5% under the amount budgeted for the period, which was \$29,373,662. He said actual expenses were under budget in all three principal budget categories and it would not be necessary, therefore, to amend or supplement the 1982 budget.

Mr. Johnson said further that, at the October 19 meeting, the Commission adopted a preliminary budget for 1983 and subsequently filed copies with the trustee, consulting engineers and principal underwriters, as required by the Trust Agreement. He said the Trust Agreement further provided that bondholders might then request a hearing on the budget. He said no request for a hearing had been made and, therefore, it was appropriate that the preliminary budget, adopted in October, be adopted as the budget for 1983. He said a resolution to do that had been prepared and he recommended that it be adopted.

A resolution adopting the annual budget for fiscal year 1983 was moved for adoption by Mr. Schneider, seconded by Mr. Pinzone as follows:

RESOLUTION NO. 13-1982

"WHEREAS, the Commission, by Resolution No. 11-1982, adopted a preliminary budget for the fiscal year 1983, and caused copies thereof to be filed with the trustee and mailed to the consulting engineers and the principal underwriters;

"WHEREAS, no request whatsoever for a public hearing thereon has been made to the Commission by any person or persons whomsoever;

"WHEREAS, pursuant to §505 of the trust agreement dated June 1, 1952, entered into between the Commission and the Ohio National Bank of Columbus, (now BancOhio National Bank), as trustee, and The National City Bank of New York (now Citibank, N.A.), as co-trustee, the Commission desires finally to adopt a budget of income and current expenses for the fiscal year 1983, to be designated the "Annual Budget"; and

"WHEREAS, §505 of the trust agreement provides that the total appropriations in any division of the annual budget will not exceed the total appropriations in the corresponding division of the preliminary budget;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission, having duly and fully considered the same, hereby adopts the following budget;

"Annual Budget of Income and Current Expenses  
for the Fiscal Year 1983

Income		\$71,081,000
Current Expenses		
Administration & Insurance	\$ 7,266,578	
Operations	27,633,758	
Trust Indenture Expense	<u>288,500</u>	
Total Current Expenses	\$35,188,836	

Amount to be Deposited to the Credit of the  
Reserve Maintenance Fund

Total Amount	\$35,892,164
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"FURTHER RESOLVED that the Commission hereby determines that the total appropriations in any division of the budget aforesaid do not exceed the total appropriations in the corresponding division of the preliminary budget heretofore adopted by Resolution No. 11-1982; and

"FURTHER RESOLVED that the assistant secretary-treasurer is hereby instructed to file a copy of said "Annual Budget" with the trustee and to mail copies thereof to the consulting engineers and to the principal underwriters forthwith."

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

Ayes: Mr. Schneider, Mr. Pinzone, Mr. Weir, Mr. Rogers

Nays: None

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was No. 13-1982.

The Chairman said the report of the Committee on Budget and Finance was accepted as offered. He said the report of the Committee on Service Plazas would be received.

The vice chairman of the Committee on Service Plazas, Mr. Johnson, said that since the last meeting of the Commission, bids were received and contracts were awarded on projects to remodel or expand the truckers' showers at 10 of the Turnpike's 16 service plazas. He said that at the last meeting, he asked for authority to award those contracts, which was granted by the Commission. He said that the work also included some interior remodeling of the service station area at eight of those 10 plazas. He said the service station work was already done at the two other of those 10 plazas. He said that, further, plans were being prepared for the trucker shower work at the remaining six plazas and he expected to take bids and award contracts on those as soon as possible in 1983, which will then mean that that type of work at all 16 plazas will have been completed.

Mr. Johnson said further that he wanted to note for the record that the Committee had received requests to extend the contracts of the Gladieux Corporation and Oasis Petroleum Corporation. He said the present contracts with those two companies as operators in the service plazas, expire September 30, 1983, but those concession contracts contained provisions that the operators could request extensions for one or more periods, periods amounting to two years on the restaurant contracts and one year on the service station contract.

Mr. Johnson said further that, for information, the contract with Howard Johnson Company already had been extended until September 30, 1985, under a similar request made by them several years ago.

Mr. Johnson said further that the extensions were essentially automatic unless the Committee indicated that it was dissatisfied with the performance by the operators. He said it was his opinion that that was not the case with either of those operators and it appeared to him that those contracts should all be fixed to terminate at the same time on September 30, 1985, which would assure that the Commission had operators in those critical areas through the period of the bond payoff,

which, of course, was now set at December 1, 1984, and for a short time thereafter.

Mr. Johnson said further that at the same time, while the Committee considered those extensions, it was also discussing potential changes with all of the operators that might be attractive to patrons but which, of course, could be mutually accomplished within the framework of the relatively short remaining potential life expectancy. He said that what he meant by that was that it was somewhat difficult to consider major changes when the Commission could only assure the operators that it will continue jurisdiction over those operations for just a little more than two years. He said that, at any rate, he wanted the Members to know that the Committee was considering those extensions and continuing to work with the operators to improve services.

The Chairman said the report of the Committee on Service Plazas was accepted as offered. He said the report of the Committee on Employee Relations would be received.

The vice chairman of the Committee on Employee Relations, G. Alan Plain, said the Committee had concluded its discussions with the various groups of employee representatives and had submitted its recommendations to the Executive Director.

Mr. Plain said the most significant of the proposals were:

1. A five percent general salary and wage increase for all regular full-time employees.
2. Expansion of the payment for accrued and unused sick leave categories to provide for employees with over 25 years of service.
3. To increase the amount of accumulated but unused vacation that an employee may defer during the year.
4. To increase the amount of vacation earned but not deferred that an employee may receive pay for in lieu of taking vacation.
5. Other minor manual and administrative changes.

Mr. Plain said further that the Executive Director had approved all of the recommendations made by the Committee.

The Chairman said the report of the Committee on Employee Relations was accepted as offered. He said the report of the Director of Transportation would be received.

The Director of Transportation, Mr. Weir, said he was awaiting U. S. Senate action on a new Surface Transportation Assistance Act. He said the Act, which might be passed by the Senate late the day of the Commission meeting, and sent through a conference committee, would probably contain a provision to increase the federal fuel tax 5 cents per gallon. He said he had endorsed the fuel tax increase

from the moment it had been suggested.

Mr. Weir said further that the duration of the Act, whether it be for four, five or six years, would be determined by the conference committee. He said the best version of the Act would probably increase Ohio's Interstate construction funding from about \$48.6 million to \$59 million. He said that in the area of Interstate repair, resurfacing, restoration, and rehabilitation (included in the rehabilitation category is reconstruction work), he projected an increase in funds from \$33 million to just over \$100 million the state would receive. He said that by the end of the fourth year of the Act, the state would come close to quadrupling instead of tripling the federal funds allocated to it for an amount over \$130 million.

Mr. Weir said further that there was, of course, a major push to preserve the existing Interstate system with the 4R work. He said the impact for the Turnpike and its future most likely fit within the 4th R, rehabilitation, under the new definition.

Mr. Weir said further, that, quite frankly, to meet the congressional deadline of having the remaining gaps of interstates under construction by 1986, to construct and finish the remaining one and one-half percent of the Interstate system in Ohio would exceed by some \$80 million the Interstate dollars the department will have allocated during that period.

Mr. Weir said also that the change in the administration of the state government, resulting from the recent gubernatorial election, meant he would be relinquishing his position as Director of ODOT on January 10, 1983. He said he would, therefore, no longer be the ex officio member of the Commission. He said he had enjoyed serving with the Commission. He said he commended the Commission on its efficiency of operation and wished the Commission continued success with the Turnpike.

The Chairman said he thanked Mr. Weir for his comments and, on behalf of the Commission Members and the staff, he said it had been a pleasure to work with Mr. Weir and he wished Mr. Weir good luck in the future.

The Chairman said the report of the Director of Transportation was accepted as offered. He said the report of the Committee on Safety would be received.

The chairman of the Committee on Safety, Mr. Pinzone, said the Turnpike's safety record thus far in 1982 had been outstanding. He said that, in fact, if the favorable experience continued, it would be the Turnpike's second best year ever for the fewest number of fatalities. He said that there had been 12 fatalities from January 1, 1982, through December 20, 1982, compared with a total of 20 for the entire year 1981. He said the lowest number of fatalities was recorded in 1974, when there were 10.

The Chairman said the report of the Committee on Safety was accepted as offered. He said the report of the Executive Director would be received.

The Executive Director, Mr. Johnson, said that formal public hearings were held December 13, 14 and 15 on the Environmental and Engineering Studies the Commission had been conducting for the past three years by representatives of the Ohio Department of Transportation, the Commission and Dalton-Dalton-Newport, the Commission's consulting engineers on the studies. He said that prior to the hearings, copies of the draft Environmental Impact Statement concerning improvements to the Turnpike identified by the studies were sent to a number of agencies and officials and notices of the hearings were published in newspapers in every county through which the Turnpike passes.

The Executive Director said further that the hearings were held at night in Maumee, Elyria and Youngstown and each was preceded by an open house where information and displays concerning the studies were shown, and state, Commission and consultant representatives were available for explanations and to answer questions.

The Executive Director said further that the formal portion of the hearings was conducted by the Deputy Directors of the three Ohio Department of Transportation districts where they were held. He said all statements were recorded so that transcripts could be prepared to become part of the final Environmental Impact Statement on the studies.

The Executive Director said further that the hearings are the final public phase of the complex studies which were on schedule for completion in time to meet a September 30, 1983, deadline for qualifying for regular 90 percent federal Interstate funding, although the Turnpike may no longer be eligible for those funds under current federal law. He said that, nevertheless, he expected to complete and file the final Environmental Impact Statement as originally planned and see what developed.

The Executive Director said further that once again, even though he advised each audience that the hearings were not a forum to discuss the issue of continuing tolls, the overwhelming sentiment of the persons who attended was that tolls should be continued and that neither state nor federal funding should be relied upon to operate the Turnpike in the future.

The Executive Director said further that he should note that the studies had been conducted cooperatively among the Commission, the state and the Federal Highway Administration in accordance with ODOT's development process so that the improvements identified could be made eligible for future federal funding. He said that there was no way of knowing if federal funds would be available for future Turnpike improvements, but the studies were required to qualify. He said that, as Mr. Weir said, the Turnpike, no doubt, would be competing with all other portions of the Interstate system in Ohio for allocations of federal funds. He said that if they were 4R funds,



which could amount to over \$130 million a year, how much would be used by the state for Turnpike improvements after the road became toll free was not known. He said he thought the studies should be finished and filed on schedule and the Commission would have to see what developed on the state and federal level.

The Executive Director said also that as he reported at the last meeting, plans were being prepared for a project to replace and widen the decks of the twin bridges over the Cuyahoga River, the longest bridges on the Turnpike. He said this was the first of many such bridge projects which have developed out of both the Environmental and Engineering studies and the toll rate study accepted and adopted by the Commission a year ago, and which led to the toll rate increases that went into effect February 1.

The Executive Director said further that since the last meeting, the Cuyahoga plans were finished, the project was advertised and bids were submitted and opened. He said seven contractors submitted bids ranging from approximately \$7,165,000 to \$8,149,000, all substantially below the staff's estimate of over \$12 million. He said that under the circumstances, the bids were excellent. He said the low bid had been submitted by the National Engineering and Contracting Company of Strongsville in the total amount of \$7,165,058.40. He said tabulations of the bids had been furnished to the Members. He said the bids had been examined and reviewed by the Commission's consulting engineers, by its engineering staff, including the Deputy Executive Director-Chief Engineer, by General Counsel and by him and all recommended an award to the low bidder.

The Executive Director said further that a resolution to award the contract to the low bidder had been prepared and he recommended that it be adopted.

A resolution awarding Contract RMP 43-82-04 was moved for adoption by Mr. Weir, seconded by Mr. Schneider as follows:

RESOLUTION NO. 14-1982

"WHEREAS, the Commission has duly advertised according to law for bids upon a contract for deck replacement and widening of the Cuyahoga River Bridge, located at Milepost 177.2 in Summit County, Ohio, which contract is designated Contract RMP 43-82-04, and proof of said advertising is before the Commission.

"WHEREAS, seven bids were received for the performance of the contract and said bids were duly opened and read as provided in the published notice for bids;

"WHEREAS, said bids have been analyzed by the Commission's consulting engineers and by its deputy executive director-chief engineer and they have reported thereon with respect to said analyses, and they, and also the Commission's executive director, have made their recommendation predicated upon such analyses;

"WHEREAS, all bids for said contract were solicited on the basis of the same terms and conditions and the same specifications with respect to all bidders and potential bidders, and the bid of National Engineering & Contracting Company of Strongsville, Ohio, in the amount of \$7,165,058.40 for the performance of Contract RMP 43-82-04 has been determined by the Commission to be the lowest and best of all bids received, and it has been determined to be in the best interest of the Commission to accept the bid of said company on the aforesaid basis;

"WHEREAS, the Commission has been advised by its general counsel that said bid conforms to the requirements of Section 5537.04 of the Revised Code of Ohio, and to the terms, conditions, specifications and the legal notice applicable thereto, and accordingly, the Commission is authorized to accept said bid as the lowest and best of all bids for the performance of the work required under said contract, and of the incidental obligations thereof; and

"WHEREAS, said bid was accompanied by a bid and performance bond with surety, as provided by law, and 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 National Engineering & Contracting Company of Strongsville, Ohio, in the amount of \$7,165,058.40 for the performance of Contract RMP 43-82-04 is, and is by the Commission, determined to be the lowest and best of all bids received for the performance of said contract, and is accepted, and that the chairman and executive director, or either 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; (2) to direct the return to the other bidders of their bid security, and (3) to take any and all action necessary or proper to carry out the terms of said bid and of said contract."

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

Ayes: Mr. Weir, Mr. Schneider, Mr. Pinzone, Mr. Rogers

Nays: None

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was No. 14-1982.

The Executive Director said also that he wanted the Members to know that plans were under way for replacement and widening of the decks of the Maumee River bridges, the Turnpike's second longest spans. He said the plans would not be ready for bidding, however, until some time next spring. He said that the staff was in the final process of selecting other shorter mainline and crossroad bridges for which deck replacements will be scheduled in 1983.

The Executive Director said further that, finally, he was pleased to report that the project to repair the piers of the Cuyahoga River bridges was essentially complete with a sealing treatment of some of the piers all that remained to be done. He said he believed the project turned out very well, the shotcreted concrete had tested to be very strong and it looked good. He said he had a slide presentation of the project set up to show after the meeting was over.

The Chairman said the report of the Executive Director was accepted as offered. He said the report of General Counsel would be received.

General Counsel, James C. McGrath, said his report would basically deal with the resolution before the Commission concerning Parcel 52A-3. He said that particular parcel was located in Wood County, and was a permanent easement for drainage purposes. He said it had been purchased in 1954 for a channel change, which change took place in 1954.

General Counsel said further that the property owner requested that, if possible, the area covered by the easement be narrowed and the portion no longer needed for that particular drainage channel be released. He said the area was surveyed at the cost of the property owner. He said the Deputy Executive Director-Chief Engineer and the consulting engineers had reviewed the matter and had found that a portion of the land involved was no longer needed for Turnpike operation.

General Counsel said further that the resolution was unique in that it concerned an easement rather than a fee taking and a private property owner had sought the action rather than a municipality. He said that if the resolution were adopted by the Commission the property would be transferred to the Director of ODOT for whatever would have to be done to release that particular parcel.

Mr. Weir asked General Counsel if there were any financial consideration regarding the parcel.

General Counsel said there was none. He said the property owner was paying for the cost of the survey. He said it was his understanding that an appraisal was done and that ODOT received the funds relative to the appraised value of the easement.

A resolution authorizing release of a portion of Parcel 52A-3 was moved for adoption by Mr. Pinzone, seconded by Mr. Schneider as follows:

RESOLUTION NO. 15-1982

"WHEREAS, the Commission purchased in the name of the State of Ohio a perpetual easement for drainage purposes by means of a channel change on a parcel of real estate designated as Parcel No. 52A-3, situated in the Township of Perrysburg, Wood County, Ohio from the Belmont Development Company on January 4, 1954, as recorded in Volume 337, Page 404 of Wood County deed records;

"WHEREAS, the purchase of the aforesaid parcel was for the relocation of an existing drainage ditch and the real estate purchased included the then existing ditch and the area for the relocated ditch;

"WHEREAS, a portion of the real estate purchased is no longer needed for the construction and operation of the Turnpike;

"WHEREAS, the consulting engineer by letter dated December 14, 1982, has advised that that portion of Parcel 52A-3 on which was located the original drainage ditch, is no longer needed for the construction and operation of the Turnpike;

"WHEREAS, the deputy executive director-chief engineer by letter dated December 14, 1982 has advised that this portion of Parcel 52A-3 is no longer required for the maintenance and operation of the Ohio Turnpike;

"WHEREAS, the Nicholas Corporation through its attorney Richard E. Wolff, Esq., by letter dated August 13, 1982 has requested that a portion of the easement in Parcel 52A-3 be released to said corporation, which portion to be released is as described in Attachment "A" attached hereto and incorporated herein;

"WHEREAS, the Commission has determined, based on the recommendations of the consulting engineer and the deputy executive director-chief engineer that a portion of Parcel 52A-3 is no longer needed for the construction, operation and maintenance of the Ohio Turnpike;

"NOW, THEREFORE, BE IT

"RESOLVED, that the executive director shall take any and all action necessary on behalf of the Commission or by or through the appropriate officers of the State of Ohio to release a portion of Parcel 52A-3 to the Nicholas Corporation; and

"FURTHER RESOLVED that the authority hereby granted to the executive director shall include authority, if deemed appropriate by him, to execute an interagency transfer of jurisdiction over said easement to the Director of the Ohio Department of Transportation.

"DESCRIPTION OF PART OF CHANNEL CHANGE  
EASEMENT TO BE EXTINGUISHED

"Being a parcel of land in Lot 4 of River Tract No. 71, Town 3, United States Reserve, Perrysburg Township, Wood County, Ohio, more fully described as follows:

"Beginning at a point on the southerly right-of-way line of the Ohio Turnpike Project No. 1, as shown by the plat recorded in Volume 10, pages 64 and 65 of Wood County Map Records, which point is 155 feet right of centerline Station 29+75.00, as measured at right angles to said centerline; thence Southeasterly along said right-of-way line a distance of 285.00 feet to a point, said point being 155 feet right of and normal to Station 32+60.00 in said centerline; thence Southwesterly a distance of 192.09 feet to a point, which point is 305 feet right of and normal to Station 31+40.00 in said centerline; thence Southwesterly a distance of 150.00 feet to a point, which point is 455 feet right of and normal to Station 31+40.00 in said centerline; thence Northwesterly and parallel to said centerline a distance of 165 feet to a point, which point is 455 feet right of and normal to Station 29+75.00 in said centerline; thence Northeasterly on a line normal to said centerline a distance of 300 feet to the point of beginning and containing 50,400 square feet, more or less; but excepting therefrom the following described parcel of land, to wit:

"Beginning at a point on the southerly right-of-way line of said Ohio Turnpike Project No. 1 which is 155 feet right of and normal to Station 30+67.50 in said centerline; thence Southeasterly along the said southerly right-of-way line a distance of 65 feet to a point which is 155 feet right of and normal to Station 31+32.50 in said centerline; thence Southwesterly on a curve to the right whose radius is 485 feet, with a central angle of 38°12'39" for an arc length of 323.45 feet and a chord length of 317.48 feet to a point which is 455 feet right of and normal to Station 30+28.58 in said centerline and which point is also on the southerly line of the previously described parcel; thence Northwesterly a distance of 65.14 feet to a point on the westerly line of the previously described parcel, which point is 417.95 feet right of and normal to Station 29+75.00 in said centerline; thence Northeasterly on a curve to the left whose radius is 420 feet, with a central angle of 38°45'39" for an arc length of 284.13 feet and a chord length of 278.75 feet to the point of beginning, containing 19,807.91 square feet, more or less."

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ATTACHMENT "A"

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

Ayes: Mr. Pinzone, Mr. Schneider, Mr. Weir, Mr. Rogers

Nays: None

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was No. 15-1982.

The Chairman said the report of General Counsel was accepted as offered. He ascertained there would be no reports from the consulting engineers or trustee. He said the report of the Director of Information and Research would be received.

The Director of Information and Research, Robert P. Barnett, said preparation had begun on the Commission's 1982 annual report and it would be completed on schedule.

The Chairman said the report of the Director of Information and Research was accepted as offered.

The Chairman said the next Commission meeting would be held at a place and date to be determined after consultation with the Members.

There being no further business to come before the Commission, a motion was made by Mr. Weir, seconded by Mr. Pinzone that the meeting adjourn, subject to call of the Chairman.

A vote by ayes and nays was taken and all Members present responded to roll call.

Ayes: Mr. Weir, Mr. Pinzone, Mr. Schneider, Mr. Rogers

Nays: None

The Chairman declared the meeting adjourned, invited those present to the annual Christmas luncheon and wished everyone happy holidays. The time of adjournment was 11:45 a.m.

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

  
Charles R. Pinzone, Secretary-Treasurer