

MINUTES OF THE 366TH MEETING OF THE OHIO TURNPIKE COMMISSION

March 22, 1990

Pursuant to the bylaws, the Ohio Turnpike Commission met in regular session in the Administration Building at 682 Prospect Street in Berea, Ohio at 8:47 a.m., on March 22, 1990, with key members of the staff; a representative, William R. Fleischman, of the consulting engineers, J.E. Greiner Company-Ohio; a representative, Fred Newman, of the trustee, Ameritrust Company National Association; two members of the media, Hank Harvey, The (Toledo) Blade, and Pauline Thoma, The (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: Bernard B. Hurst, Douglas E. Fairbanks,
Edwin M. Bergsmark, Clarence D. Rogers, Jr.

Absent: Charles R. Pinzone

A motion was made by Mr. Bergsmark, seconded by Mr. Fairbanks that the minutes of the meeting of December 18, 1989, which had been examined by the Members, 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. Bergsmark, Mr. Fairbanks, Mr. Hurst,
Mr. Rogers

Nays: None

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

The Chairman said the meeting was the 366th of the Ohio Turnpike Commission, and it was being held at the Commission's headquarters as provided for in the Commission's Code of Bylaws.

The Chairman said he would dispense with the customary statistical report of the Chairman in the interest of saving time, but he wanted to note that the Commission's 1989 annual report would be available and distributed by April 1, as required by a provision of the Turnpike Act.

The Chairman said further that the primary reason for the meeting was to act on a number of resolutions, copies of which had been placed in the Members' folders. He said the resolutions would be explained and introduced during the various committee and staff reports.

The Chairman said further that before that, he wanted to appoint Allan V. Johnson vice chairman of the Budget and Finance Committee and add Patricia Blackmon to the Employee Relations Committee. He said Ms. Blackmon had recently joined the Commission's Legal staff.

The Chairman said further that he did want to note for the record that the Speaker of the Ohio House of Representatives and the President of the Senate had appointed a Joint Select Committee to study the Ohio Turnpike. He said that while he had hoped the issue would be decided in the General Assembly before now, he was aware of the impasse and welcomed this effort to resolve it. He said, certainly, the Commission and staff would assist in every reasonable way in working with the committee.

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 would be received.

The Assistant Secretary-Treasurer, Allan V. Johnson, said that in the absence of the Secretary-Treasurer, Charles R. Pinzone, who could not attend the meeting, he would give the report. He said that since the last Commission meeting the following had been sent to the Members:

- (1) Weekly traffic statistics
- (2) Investment Transactions which occurred during December 1989; January and February 1990
- (3) Draft of the Commission Meeting Minutes of December 18, 1989
- (4) Traffic Accident Analysis through February 1990
- (5) Traffic and Revenue Report for December 1989; January and February 1990
- (6) Report of Concessionaires - 1989
- (7) Financial Statements for December 1989; January and February 1990
- (8) Expense and Budget Report for twelve months ending December 31, 1989
- (9) Status of the Bridge Rehabilitation Program
- (10) Committee on Employee Relations subcommittee report and recommendations re: Wage or Salary Adjustments and Employee Benefits; Executive Director directives on same
- (11) Copy of Resolution 26-1989 adopting the 1990 Annual Budget
- (12) Litigation Reports for the last quarter of 1989
- (13) News Release #6 - Free Coffee for New Year Holidays

The Chairman said the report of the Assistant 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 in the absence of Mr. Pinzone, he

would give the committee report. He said the Commission concluded 1989 with regular budget expenditures being \$2,292,242 or 5.9 percent under the budget amount for that year. He said the Commission's regular budget was \$50,542,215. He said the 1989 deposits to the Capital Improvement Fund were \$44,266,139, which missed the estimated amount by just \$132,000 or 3/10ths of a percent. He said he had to point out that expenditures for CIP projects during the year were over \$54 million, so that meant that there were almost \$10 million more in expenditures than was deposited. He said that did not mean the Commission went into the red. He said there was always a carry-over in the Capital Improvement Fund. He said the staff did get close at times in drawing the fund down to zero and it was drawn down by \$10 million more than deposited. He said the staff would have to be very careful in 1990 in regard to funding the Capital Improvement projects.

Mr. Johnson said further that the 1990 budget, which had been adopted by the Commission on December 18, 1989, had been distributed to the appropriate officials, as required by statute and the Commission's trust agreement.

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

The chairman of the Committee on Audit and Legal, Mr. Bergsmark, said the Audit and Legal Committee met on February 15, 1990, to participate in an exit conference with representatives of Deloitte & Touche and the Auditor of State concerning the financial and compliance audit performed of the Commission for 1989 and had excellent results.

Mr. Bergsmark said further that, pursuant to the Commission's previous agreement with the Auditor of State, the final review had been sent to him for final approval. He said that upon that approval the final audit would be released to the public.

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

The Chairman of the Committee on Service Plazas, Mr. Fairbanks, said the Committee met on March 12, 1990, and there were two contractual issues discussed. He said one was for operation of the restaurants and the other was for the service stations. He said that with regard to the contract for the restaurants, the committee felt there was sufficient time to review requests for contract extensions and take a look at the operational experience with the restaurant operators, concession contractors and subcontractors. He said the committee had decided to delay making any specific recommendation until a later

meeting. He said the Commission wanted to be known as a great place to do business and to ensure that the restaurants were kept clean and operated in an efficient manner.

Mr. Fairbanks said further that, although the Commission could probably grant the contract extension requested by the Sohio Oil Division of BP America, the Committee had decided that there were a number of outdated contract provisions and, considering the need to replace all of the fuel dispensers currently owned by the Commission, the committee decided to rebid the contract.

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 co-chairman of the Committee on Employee Relations, Louis J. Disantis, said that, as reported at the December meeting, the subcommittee of the Committee on Employee Relations did conclude its annual meetings with the non-union and administrative building staff and there were several items that were covered, most of which were of departmental administrative nature. He said that two significant recommendations were made to the Executive Director and implemented. They were a general five percent wage or salary increase, which was the same increase that was given to other employees covered by the collective bargaining agreement with the union, and the other recommendation was that the current medical benefits be continued at no cost to the employees on condition that after a cost analysis report is received in March containing new cost containment provisions they would be implemented in an effort to get some handle on the increased costs.

The Chairman said the report of the Committee on Employee Relations was accepted as offered. He ascertained there would be no report from the Director of Transportation. He said the report of the Committee on Safety would be received.

The Executive Director, Mr. Johnson, said that Mr. Fairbanks was chairman of the committee and it wasn't expected that there would be a report. He said he did want to mention, however, that there was a report in the Members' folders prepared by District 10 of the Ohio State Highway Patrol detailing their activities on the Turnpike for the year 1989. He said Lieutenant Marshall was at the meeting as a representative of the Patrol. He said that he was sure Lieutenant Marshall could answer any questions the Members might have about the report.

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 the Chairman had introduced Patricia Blackmon, the new staff counsel. He said General Counsel, James C. McGrath, was not at the meeting. He said Francis Cole, the Commission's former General Counsel, who now helped out in a part-time role, was at the meeting representing the Legal Department. He said Mr. McGrath was in Toledo the day of the meeting. He said at a hearing that morning on the Commission's project to build a Turnpike interchange with State Route 2. He said the hearing in the Lucas County Commissioners' office involved the closing of one of the County's roads because of the project. He said Mr. McGrath had to cover the meeting.

The Executive Director said further that there were a number of resolutions that ordinarily Mr. McGrath would introduce involving right-of-way acquisitions for the two Turnpike interchanges being built. He said he would introduce those resolutions. He said he thought Mr. Cole could fill in adequately for Mr. McGrath.

The Executive Director said also that the week before the meeting he had the opportunity to represent the toll industry in testifying in Washington, D.C. to the subcommittee for Surface Transportation of the House Public Works Committee on the new Federal transportation policy for beyond 1991 that had been announced by the United States Department of Transportation on behalf of President George Bush. He said that proposal contained a strong thrust toward additional toll facilities in the country. He said he had the opportunity as Past President of the International Bridge, Tunnel and Turnpike Association to testify on behalf of the toll industry. He said a copy of his prepared statement was in the Members' folders.

The Executive Director said further that he wanted to note that he had the chance to mention something about the Commission's unique situation involving the Ohio Turnpike regarding the Tripartite Agreement on which the Commission had been seeking Congressional action to allow it to be nullified. He said that a bill had been introduced in 1989 by Congressman Douglas Applegate and other sponsors from Ohio, H.R. 1419, that would allow the agreement to be canceled. He said the Public Works Committee had indicated that they preferred to incorporate that into the overall transportation bill.

The Executive Director said further that he was sure Mr. Hurst would join with him in saying that the Commission and ODOT, who were two of the parties to the agreement, the third party being the Federal Highway Administration, were in basic agreement on the language which had been incorporated into H.R. 1419. He said whether H.R. 1419 should be allowed to remain in the transportation bill remained to be seen because action on the bill was going to be a long, drawn-out process. He said it probably would not be acted upon until late 1991, if it was done then. He said the Commission and ODOT might want to try to find some other

avenue to pursue. He said he thought the Commission was the last agency in the country that had one of those agreements under Section 129 of the U.S. Title 23 Code, based on the original 1956 Transportation or Interstate Act. He said as far as he knew that every other state that had one of those agreements had already been released from it. He said the Commission would continue to keep up its efforts to have the agreement canceled.

The Chairman asked the Executive Director to introduce the various individuals attending the meeting.

The Executive Director introduced the various staff members and the two representatives of the media who were in attendance. He also introduced Fred Newman, the representative of the Trustee, Rob Fleischman, the representative of the consulting engineer, and Phil Rudolph of Rudolph Libby Company in Toledo, a guest of Mr. Bergsmark.

Mr. Fairbanks said the Wall Street Journal of March 21, 1990, contained a story on toll roads, which was quite enlightening in terms of what other states were doing with regard to funding the kind of road repair and development that they have, and then the obvious move by the federal government to encourage toll roads.

The Executive Director said copies of the article would be furnished to the Members.

The Executive Director said also that the first resolution before the Members was entitled a resolution ratifying, confirming and approving 1990 wage scales and classifications. He said the Members might recall that a year ago the Commission adopted a similar resolution to cover actions that had been taken on wage and salary increases which had been implemented from 1984 through 1989. He said that resolution came about as the result of a comment made by the Auditor of State in the Commission's 1987 audit. He said the Auditor had questioned whether the Commission had actually approved the wage and salary increases up to that time for the year 1984.

The Executive Director said further that the staff had explained that the Commission had a collective bargaining agreement which began in 1989 and continued through 1991 and that the wages and salaries were established for employees included in the agreement. He said the rest of the employees selected representatives to meet annually with a subcommittee of the Commission's Committee on Employee Relations for discussions. He said the subcommittee then made recommendations for adjustments in wages and salaries for those employees to the Executive Director for implementation as provided by the Commission's bylaws. He said that, as Mr. Disantis had reported, the last meeting with the representatives of those groups of employees did not take place until December 19, 1989, one day after the last Commission

meeting. He said that, otherwise, the resolution would have been presented to the Commission before that day's meeting.

The Executive Director said the resolution would ratify the actions taken to implement the wage and salary increases so that there was no question by the independent auditors when the audit for 1990 was performed. He said he recommended that the resolution be adopted.

Mr. Fairbanks said he would move that the resolution be adopted with the one caveat that the necessary work be done before the end of 1990 so that the Commission might ratify it before the increase went into affect.

The Chairman said Mr. Fairbanks had made a fair comment and that the caveat was well taken. He said that in the past the subcommittee of the Committee on Employee Relations had tried to meet with the various groups prior to Commission action. He said that sometimes the subcommittee had been able to do that and sometimes it had not. He said the Members generally were made aware, especially those who served on the Committee, of the status of the meetings with the various groups. He said that, nevertheless, he thought all the Members should be aware of the situation and approve the wage and salary adjustments prior to the implementation of them.

Mr. Hurst said that a year ago he objected to that type of action where a raise was given at the beginning of January and then three months later the Commission was asked to approve it. He said he had a problem last year, and he certainly stated his position at the Commission meeting then. He said he had no quarrel with the need for the raise nor the amount and he thought it was deserved.

Mr. Hurst said further that his quarrel was probably with the Commission. He said they had allowed, through past action, the Executive Director to give himself a raise without approval of the Commission. He said that if that had been done then the Commission had not been acting responsibly. He said he thought the Commission should go back and review what Mr. Johnson was referring to, the Commission's bylaws, so that the Commission acts on the salary of the Executive Director rather than having him give himself a raise, which was what had been done.

The Executive Director said that was absolutely not true, he did not give himself a raise. He said he was excluded from the process because he was under an employment contract with the Commission which had been authorized by the Commission years before.

The Chairman said the contract or agreement provided for the increases the Executive Director had received.

Mr. Hurst asked if that agreement could be made public.

The Chairman said all the Members would receive a copy of the agreement.

A resolution ratifying, confirming and approving 1990 wage scales and classifications was moved for adoption by Mr. Fairbanks, seconded by Mr. Bergsmark as follows:

RESOLUTION NO. 1-1990

"WHEREAS, pursuant to the provisions of the Commission's Code of Bylaws and resolutions of the Commission, the executive director, with the advice and recommendation of the Committee on Employee Relations, is authorized to establish wage scales and classifications and other conditions of employment for Commission employees and to enter into contracts of employment;

"WHEREAS, the Committee on Employee Relations has reported at previous meetings of the Commission about progress on discussions and negotiations with various employee groups and representatives, and the executive director has advised the Commission of said wage scales and classifications and, in particular, of general wage increases granted at the beginning of the calendar year 1990;

"NOW, THEREFORE, BE IT

"RESOLVED that the Ohio Turnpike Commission hereby ratifies, confirms, and approves the actions of the Committee on Employee Relations and the executive director for the year 1990 in negotiating, establishing and implementing general wage scales and classifications, other conditions of employment, and contracts of employment for employees of the Commission."

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

Ayes: Mr. Fairbanks, Mr. Bergsmark, Mr. Rogers

Nays: Mr. Hurst

The Chairman declared the resolution stood adopted with all Members present, except Mr. Hurst, voting in the affirmative. The resolution was identified as No. 1-1990.

The Executive Director said the next resolution was entitled a resolution amending the employee severance anticipation compensation plan. He said the Commission in 1977 adopted the plan which would provide for some severance benefits to Commission employees in the event the Commission ceased to be the employer

as a result of the Turnpike being transferred to the state. He said that at the time it was adopted in 1977, it was anticipated that event might have occurred in the early 1980s. He said the funds to pay for the plan were gradually accumulated by monthly deposits which were charged as a budget expenditure. He said the fund had grown to the point where monthly deposits to it were no longer being made but, he said the funds in that account had been invested and the investment earnings continued to accrue to the fund and it continued to grow.

The Executive Director said further that with a fixed final date of June 1, 1992, for the retirement of the outstanding bonds, an accurate estimate of the fund's liability at that time could be made. He said that the Comptroller had determined that the fund's liability would be \$15 million. He said the resolution amended the plan in such a way that any funds in excess of that \$15 million could be transferred to the revenue fund, including investment earnings from time to time. He said the then current total was over \$18 million.

The Executive Director said further the resolution mentioned that the excess funds could be used for ongoing employee severance activities. He said that when Commission employees resigned in good standing, either to leave for other jobs or retire, they were eligible for payment of portions of accrued sick leave, any vacation leave, and those amounts could be quite high, especially for long-term employees. He said the bottom line was that funds in excess of \$15 million would filter down and be used for capital improvement projects.

Mr. Bergsmark asked if the severance fund was completely separate and distinct from the other funds used currently for terminating employees in that it pertained to only those employed when the Commission ceased operating the Turnpike.

The Executive Director said it was and that another, newly-established account had been created for current severance type payments. He said the severance fund account and the new account were separate.

The Chairman said he would have no problem as long as the terms of the Severance Plan were met and he asked Mr. Cole if the adoption of the resolution was the proper procedure for cessation of contributions to the severance fund.

Mr. Cole said he assumed that General Counsel was satisfied with the draft of the resolution.

The Executive Director said that perhaps Mr. Cole was caught off guard by that question. He said he had worked closely with Mr. McGrath and outside fiscal counsel in the drafting of the resolution. He said the Members could see that the first draft resolution that he had sent to the Members was substantially

different than the draft resolution then before the Members. He said that came about as the result of further input from outside fiscal counsel, who had helped prepare the original severance plan and the details of it. He said he thought they were satisfied the resolution met all legal requirements.

Mr. Bergsmark said he endorsed one hundred percent that the severance fund shouldn't be overfunded, but he wanted to make sure that the employees weren't misled into thinking that if they terminated their employment now they would have any kind of lien on the severance fund.

A resolution amending the employee severance anticipation compensation plan was moved for adoption by Mr. Fairbanks, seconded by Mr. Bergsmark as follows:

RESOLUTION NO. 2-1990

"WHEREAS, by Resolution No. 7-1977 of April 5, 1977, the Commission adopted the Employee Severance Anticipation Compensation Plan ("Severance Plan") in anticipation of the possibility that the Commission at some point in the future might cease to be the operator of the Ohio Turnpike, and employer of those working on the Turnpike, and authorized the chairman and the executive director to enter into agreements to implement said plan; both said resolution and the Severance Plan provided that the plan could be modified and amended from time to time;

"WHEREAS, at the time it was adopted it was anticipated that severance aspects of the plan might be implemented prior to this time;

"WHEREAS, the amount which has been deposited by the Commission in the Severance Plan over the years exceeds the estimated financial requirements of the Severance Plan which, assuming its severance aspects may be implemented on or about June 1, 1992, is estimated by the comptroller not to exceed \$15 million;

"WHEREAS, the Commission continues to incur substantial expenses each year as a result of the resignation in good standing of employees because of payments due and paid to such employees for accrued vacation and sick leave benefits, which payments are similar to payments contemplated under the Severance Plan;

"WHEREAS, the Commission finds and determines that a portion of the amount deposited in the Severance Plan, as well as the plan's investment earnings can and should be used to meet its ongoing financial obligations to employees resigning and terminating in good standing as provided in the Commission's Collective Bargaining Agreement and Employee Manual;

"WHEREAS, the Commission staff presently is reviewing various incentive retirement "buy-out" programs which, if implemented by the Commission, would result in additional severance-related expenses;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission hereby amends the Severance Plan so as to permit amounts exceeding the \$15 million currently estimated as necessary to meet the financial obligations under the Severance Plan to be transferred from time to time to the Revenue Fund of the Commission, and the chairman and the executive director, or either of them, are authorized to approve such transfers and directed to enter into agreements or modifications of agreements in accordance with the provisions of and so as to carry out the terms of this resolution; and

"FURTHER RESOLVED that the executive director shall report to the Commission of the anticipated liability of the Commission's Severance Plan for each forthcoming year at such time as the Commission acts on its Preliminary Budget for said year so as to assure that there will be sufficient funds held under the Severance Plan to meet the then anticipated obligations of the Severance Plan."

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

Ayes: Mr. Fairbanks, Mr. Bergsmark, Mr. Hurst,
Mr. Rogers

Nays: None

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 2-1990.

The Executive Director said also the next two resolutions involved the Commission designating new points of ingress and egress to and from the Turnpike. He said he would handle them in relation to location. He said the first one was a resolution approving the location, design and acquisition of right-of-way for an interchange with State Route 49 and the Ohio Turnpike in the vicinity of milepost 2.1 in Williams County, Ohio. He said that the Members could tell from the milepost number that the interchange would be close to the Indiana-Ohio line. He said it was one of the interchanges that was identified in the Commission's environmental and engineering studies that were done years ago and were updated in a preliminary report that was presented to the Members in April 1989.

The Executive Director said further that he had discussions with Mr. Hurst, who had a role in determining or designating those ingress and access points under the Turnpike Act. He said that he and Mr. Hurst had correspondence on the interchange and Mr. Hurst had concurred. He said that adoption of the resolution would allow the Commission to proceed with the design and right-of-way acquisition for a new interchange at State Route 49 in Williams County. He said he recommended that the resolution be adopted.

A resolution approving the location, design and acquisition of right-of-way for an interchange with State Route 49 and the Ohio Turnpike in the vicinity of milepost 2.1 in Williams County, Ohio was moved for adoption by Mr. Bergsmark, seconded by Mr. Hurst as follows:

RESOLUTION NO. 3-1990

"WHEREAS, Revised Code of Ohio, Section 5537.04 (J) provides that this Commission may designate the locations, and establish, limit, and control such points of ingress to and egress from the Ohio Turnpike as are necessary or desirable in the judgment of the Commission and of the Director of Transportation to insure the proper operation and maintenance thereof;

"WHEREAS, the Commission, in cooperation with the Ohio Department of Transportation and the Federal Highway Administration performed Environmental and Engineering Studies to determine, among other things, the location of additional interchanges desirable for operation of the Ohio Turnpike, and one of the locations so determined is State Route 49 in Williams County, Ohio;

"WHEREAS, there has been a long-standing interest expressed by local officials and agencies for an interchange between the Turnpike and S.R. 49 to be developed as soon as possible to improve transportation and access to the turnpike in the northwest portion of the State of Ohio;

"WHEREAS, the Commission recognizes the need and desirability to connect these roadways so as to facilitate vehicular traffic in the area and to promote the agricultural and industrial development of this portion of the state in accordance with Section 5537.03 of the Revised Code;

"WHEREAS, the Director of Transportation has concurred in the designation of S.R. 49 as a point of ingress to and egress from the Turnpike in a letter dated February 13, 1990, to the executive director of the Commission, a copy of which is attached hereto and designated Exhibit "A";

"WHEREAS, the Commission is willing to perform and fund the design, and right-of-way acquisition of the interchange between the Turnpike and S.R. 49 with its own financial resources, but also wishes to pursue the timely availability of other funds to help finance the project;

"NOW, THEREFORE, BE IT

"RESOLVED that, pursuant to Section 5537.04 (J) of the Ohio Revised Code, this Commission does hereby formally designate a connection of State Route 49 as a point of ingress to and egress from the Ohio Turnpike in Williams County, Ohio;

"FURTHER RESOLVED that the Commission's Executive Director be, and hereby he is, authorized and directed to engage the services of such consulting firm or firms as he deems capable and appropriate to accomplish the expeditious study and design of a toll interchange between S.R. 49 and the Ohio Turnpike and to confer with the Ohio Department of Transportation so as to coordinate such design with any other projects contemplated for this area that would affect the proposed interchange; and

"FURTHER RESOLVED that the Commission determines hereby that its costs and expenses for the study, design and right-of-way acquisition of the toll-interchange project shall be paid with monies from the Commission's Capital Improvement Fund;

"FURTHER RESOLVED that the Executive Director be, and hereby he is, directed to pursue and ascertain whether other funds might be available on a timely basis to help finance the construction of the project, and to develop and present to the Commission a funding proposal for the construction of the project at such time as the design and related cost estimates have progressed sufficiently."



RECEIVED

FEB 10 1990

Richard F. Celeste/Governor

EXECUTIVE DIRECTOR

OHIO DEPARTMENT OF TRANSPORTATION

25 South Front Street
P.O. Box 899
Columbus, Ohio 43216-0899

February 13, 1990

Mr. Allan V. Johnson
Executive Director
The Ohio Turnpike Commission
682 Prospect Street
Berea, Ohio 44017

Dear Mr. Johnson:

As you stated, subsequent to our February 1, 1990 meeting, we did find documentation in our files that the April 10, 1989 Feasibility Study for Additional Toll Interchanges had been distributed within the Department including the ODOT Districts along the Ohio Turnpike. We verified that each office had received their copy and, if not, made a duplicate distribution.

The Department concurs that an interchange should be considered between the Ohio Turnpike and the proposed Central Lorain Corridor project. Richland Engineering will be instructed to study such an interchange. Your offer for the Commission to participate in the necessary studies is accepted. We will need to explore further the concept of making the interchange and Central Lorain Corridor toll facilities as I am not sure that would be appropriate.

Also, I concur with the Ohio Turnpike proceeding immediately with detailed design and right-of-way acquisition for the interchanges with S. R. 49 in Williams County and Bailey/Hallock-Young Roads in Trumbull County. As you noted, these two proposed interchanges should certainly provide positive economic benefits for their respective areas. Both locations should be designated as points of ingress to and egress from the Turnpike.

EXHIBIT "A"

Mr. Allan V. Johnson
February 13, 1990
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Further, I would concur that it is appropriate to proceed with design of other sites contained in your April 10, 1989 Feasibility Study. This could be of assistance in protecting their feasibility and eventual construction.

I would be pleased to discuss further with you the details for proceeding as discussed herein.

Very truly yours,



Bernard B. Hurst, P.E.
Director

BBH/jlj

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

Ayes: Mr. Bergsmark, Mr. Hurst, Mr. Fairbanks,
Mr. Rogers

Nays: None

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 3-1990.

The Executive Director said also the next resolution was for designating another new interchange point. He said it was entitled approving the location, design and right-of-way acquisition for an interchange with Bailey and Hallock-Young Roads (General Motors' Lordstown Plant) and the Ohio Turnpike in the vicinity of milepost 215.4 in Trumbull County, Ohio.

The Executive Director said further that for those who didn't know the General Motors Plant was north of the Turnpike and adjacent to it for about one mile. He said Bailey Road was in the west end of the plant, while Hallock-Young Road ran in front of the plant and then east of it. He said the new interchange would be very important to the plant complex. He said the designs of new interchanges at Lordstown and the one with State Route 49 would basically be the same whether the Turnpike was a toll road or not a toll road. He said that was the primary reason the two were being recommended at that time, rather than any of the other ten new interchanges still on the drawing boards. He said the interchange for Lordstown was very important to the continued use and development of that plant, and residents from that area had indicated a great deal of interest in it. He said he recommended that the resolution be adopted.

A resolution approving the location design and right-of-way acquisition for an interchange with Bailey and Hallock-Young Roads (General Motors' Lordstown Plant) and the Ohio Turnpike in the vicinity of milepost 215.4 in Trumbull County, Ohio was moved for adoption by Mr. Bergsmark, seconded by Mr. Fairbanks as follows:

RESOLUTION NO. 4-1990

"WHEREAS, Revised Code of Ohio, Section 5537.04 (J) provides that this Commission may designate the locations, and establish, limit, and control such points of ingress to and egress from the Ohio Turnpike as are necessary or desirable in the judgment of the Commission and of the Director of Transportation to insure the proper operation and maintenance thereof;

"WHEREAS, the Commission, in cooperation with the Ohio Department of Transportation and the Federal Highway Administration performed Environmental and Engineering Studies to determine, among other things, the location of additional interchanges desirable for operation of the Ohio Turnpike, and one of the locations so determined is a split interchange with Ellsworth-Bailey and Hallock-Young Roads (General Motors' Lordstown Plant) in Trumbull County, Ohio;

"WHEREAS, there has been a long-standing interest expressed by local officials, agencies and entities for an interchange to be developed between the Turnpike and Ellsworth-Bailey and Hallock-Young Roads, to be constructed as soon as possible to improve ingress and egress from the General Motors' Lordstown Plant;

"WHEREAS, the Commission recognizes the need and desirability to promote the industrial development of the state and to reduce the congestion on the local road system in accordance with Section 5537.03 of the Revised Code;

"WHEREAS, the Commission desires to cooperate and coordinate with the State of Ohio and other agencies interested and involved in the highway network in the vicinity of the Ohio Turnpike at its intersection with Ellsworth-Bailey and Hallock-Young Roads (General Motors' Lordstown Plant) in Trumbull County;

"WHEREAS, the Director of Transportation has concurred in the designation of Ellsworth-Bailey and Hallock-Young Roads (General Motors' Lordstown Plant) as a point of ingress to and egress from the Turnpike in a letter dated February 13, 1990, to the executive director of the Commission, a copy of which is attached hereto and designated Exhibit "A";

"WHEREAS, the Commission is willing to perform and fund the design, and right-of-way acquisition of a toll-type interchange between the Turnpike and Ellsworth-Bailey and Hallock-Young Roads (General Motors' Lordstown Plant) with its own financial resources, but also wishes to pursue the timely availability of other funds to help finance the project;

"NOW, THEREFORE, BE IT

"RESOLVED that, pursuant to Section 5537.04 (J) of the Ohio Revised Code, this Commission does hereby formally designate a connection of Ellsworth-Bailey and Hallock-Young Roads (General Motors' Lordstown Plant) as a point of ingress and egress from the Ohio Turnpike in Trumbull County, Ohio;

"FURTHER RESOLVED that the Commission's Executive Director be, and hereby he is, authorized and directed to engage the services of such consulting firm or firms as he

deems capable and appropriate to accomplish the expeditious study and design of a toll interchange between Ellsworth-Bailey and Hallock-Young Roads (General Motors' Lordstown Plant) and the Ohio Turnpike and to confer with the Ohio Department of Transportation so as to coordinate such design with any other projects contemplated for this area that would affect the proposed interchange; and

"FURTHER RESOLVED that the Commission determines hereby that its costs and expenses for the study, design and right-of-way acquisition of the toll-interchange project shall be paid with monies from the Commission's Capital Improvement Fund;

"FURTHER RESOLVED that the Executive Director be, and hereby he is, directed to pursue and ascertain whether other funds might be available on a timely basis to help finance the construction of the project, and to develop and present to the Commission a funding proposal for the construction of the project at such time as the design and related cost estimates have progressed sufficiently."



RECEIVED

FEB 10 1990

Richard F. Celeste/Governor

EXECUTIVE DIRECTOR

OHIO DEPARTMENT OF TRANSPORTATION

25 South Front Street
P.O. Box 899
Columbus, Ohio 43216-0899

February 13, 1990

Mr. Allan V. Johnson
Executive Director
The Ohio Turnpike Commission
682 Prospect Street
Berea, Ohio 44017

Dear Mr. Johnson:

As you stated, subsequent to our February 1, 1990 meeting, we did find documentation in our files that the April 10, 1989 Feasibility Study for Additional Toll Interchanges had been distributed within the Department including the ODOT Districts along the Ohio Turnpike. We verified that each office had received their copy and, if not, made a duplicate distribution.

The Department concurs that an interchange should be considered between the Ohio Turnpike and the proposed Central Lorain Corridor project. Richland Engineering will be instructed to study such an interchange. Your offer for the Commission to participate in the necessary studies is accepted. We will need to explore further the concept of making the interchange and Central Lorain Corridor toll facilities as I am not sure that would be appropriate.

Also, I concur with the Ohio Turnpike proceeding immediately with detailed design and right-of-way acquisition for the interchanges with S. R. 49 in Williams County and Bailey/Hallock-Young Roads in Trumbull County. As you noted, these two proposed interchanges should certainly provide positive economic benefits for their respective areas. Both locations should be designated as points of ingress to and egress from the Turnpike.

EXHIBIT "A"

Mr. Allan V. Johnson
February 13, 1990
Page 2

Further, I would concur that it is appropriate to proceed with design of other sites contained in your April 10, 1989 Feasibility Study. This could be of assistance in protecting their feasibility and eventual construction.

I would be pleased to discuss further with you the details for proceeding as discussed herein.

Very truly yours,



Bernard B. Hurst, P.E.
Director

BBH/jlj

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

Ayes: Mr. Bergsmark, Mr. Fairbanks, Mr. Hurst,
Mr. Rogers

Nays: None

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 4-1990.

The Executive Director said also that the next resolutions all dealt with right-of-way acquisitions and appropriations for the two interchange projects that were already in progress--State Route 2 in Lucas County and Interstate Route 75 in Wood County. He said he would begin with the two resolutions dealing with property in Lucas County.

The Executive Director said further that the first was entitled a resolution ratifying and amending resolution No. 6-1989 and declaring the necessity of appropriating property and directing that proceedings to effect such appropriation be begun and prosecuted. He said resolution 6-1989 was adopted in April of 1989 and involved a property owned by John Santus. He said that during the further development of the plans and right-of-way along State Route 2, the right-of-way was changed to add another land parcel called Parcel No. 1-WD. He said the staff had not proceeded with the actual appropriation under the prior resolution and since the change was made to allow an access point at a different location for the property owner, it was necessary to change the description and amend the 1989 resolution.

The Executive Director said he recommended that the resolution be adopted.

A resolution ratifying and amending resolution No. 6-1989 and declaring the necessity of appropriating property and directing that proceedings to effect such appropriation be begun and prosecuted was moved for adoption by Mr. Fairbanks, seconded by Mr. Bergsmark as follows:

RESOLUTION NO. 5-1990

"WHEREAS, Resolution No. 6-1989, adopted on April 12, 1989, which resolution is hereby incorporated by reference as if fully rewritten herein, dealt with the appropriation of a parcel of real estate (Parcel No. 1-WL) owned by John B. Santus and needed for the construction of Toll Interchange 3-A;

"WHEREAS, additional real estate owned by John B. Santus is needed for the construction of Toll Interchange 3-A;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission has negotiated for a reasonable time for the purchase of the real estate described herein with the owner, but has been unable to enter into an agreement with said owner and has complied with the provisions of section 163.04 of the Revised Code; and said property is necessary for the construction of a toll interchange with S.R. 2 (Airport Highway) and the Ohio Turnpike in the vicinity of Milepost 52.9 in Lucas County, Ohio;

"BE IT FURTHER RESOLVED that proceedings be begun and prosecuted to effect the appropriation of the fee title and necessary easements on the following described property from the owners and persons having an interest therein, to-wit:

<u>Owners</u>	<u>Place of Residence</u>
John B. Santus and Audrey A. Santus, his wife	1240 S. Reynolds Road Toledo, Ohio 43615
County Auditor of Lucas County	One Government Center Toledo, Ohio
County Treasurer of Lucas County	One Government Center Toledo, Ohio

Parcel No. 1-WL

All right, title and interest in fee simple, including limitation of access, in the following described property:

Situated in Lucas County, Swanton Township, Town 7 North, Range 9 East, in Section Three (3) and in the State of Ohio, bounded and described as follows:

Commencing at the intersection point with the East Line of Section Three (3) and the Centerline of State Route Two (2); thence South 64°16'22" West along the Centerline of State Route Two (2), 3.99 feet to a Monument in said line; thence South 64°25'08" West, along said line, 1,709.41 feet to a point in the Proposed Westerly Limited Access Line of State Route Two (2), the principal place of beginning, said place of beginning being at Station 202+22.02, Centerline State Route Two (2); thence North 00°47'23" East, along said line, 66.97 feet to a point in the Proposed Northerly Limited Access of State Route Two (2), said point being at Station 202+51.77, 60.00 feet left of the centerline of

State Route Two (2); thence North $64^{\circ}25'08''$ East, along said Line, 380.001.35 feet to a point in the Proposed Westerly Limited Access Line of Ramp A, said point being at Station 206+31.773.19, 60.00 feet left of the Centerline of State Route Two (2); thence North $19^{\circ}27'17''$ East, along said Line, 147.27 feet to an angle point in said Line; said point being Station 80+55.79, 85.00 feet left of the Baseline of Ramp A; thence North $25^{\circ}34'23''$ West, along said Line, 111.69 feet to a point of curvature in said Line, said point being at Station 81+67.48 85.00 feet left of the Baseline of Ramp A; thence on a curve to the right, having a Radius of 463.50 feet, an Arc Length of 349.19 feet, a Chord distance of 340.99 feet, which bears North $03^{\circ}59'26''$ West, and having a Delta of $43^{\circ}09'56''$, to a point of Tangency in said Line, said point being at Station 84+52.63, 85.00 feet left of the Baseline of Ramp A; thence North $18^{\circ}36'03''$ East, along said Line, 284.06 feet to a point in the Grantor's Northerly property line, said Grantor's property is recorded on microfiche 77-685B05, 77-685B06, and 77-685B07; said point being at Station 87+36.65, 80.00 feet left of the Baseline of Ramp A; thence South $89^{\circ}41'28''$ East, along said line, 102.28 feet to the Grantor's Northeast corner; thence South $00^{\circ}47'23''$ West, along the Grantor's Easterly property line, 839.20 feet to a point in the Centerline of State Route Two (2); thence South $64^{\circ}25'08''$ West, along said line, 556.67 feet to the principal place of beginning, containing 3.809 Acres, 165,937.356 Sq. Ft., of which 0.639 Acres, 27,833.477 Sq. Ft., is Public Road Occupied, more or less, subject to all legal highways. The bearings referred to herein are based on a Recorded Centerline Plat recorded in Volume 50, Pages 41 and 42, for the Ohio Turnpike dated October 17, 1952 and used for the determination of angular measurements.

Description prepared by H.N.T.B. is based on a Survey made by Thomas G. Gergich, Registered Surveyor No. S-7146.

Together with all rights or easements of access to or from the Ohio Turnpike (limited access highway) from or to the land of said person or persons abutting upon that portion of the Ohio Turnpike (limited access highway) as shown by the plans for the construction of the toll interchange with S.R. 2 in Lucas County, Ohio.

Parcel No. 1-WD

All right, title and interest in fee simple, in the following described property:

Situated in Lucas County, Swanton Township, Town 7 North, Range 9 East, in Section Three (3) and in the State of Ohio, bounded and described as follows:

Commencing at the intersection point with the East line of Section Three (3) and the Centerline of State Route Two (2); thence South $64^{\circ}16'22''$ West, along the Centerline of State Route Two (2), 3.99 feet to a Monument in said line; thence South $64^{\circ}25'08''$ West, along said line, 1,709.41 feet to a point in the Proposed Westerly Limited Access Line of State Route Two (2), the principal place of beginning, said place of beginning being at Station 202+22.02, Centerline State Route Two (2); thence South $64^{\circ}25'08''$ West, along the Grantor's Southerly property line and the Centerline of State Route Two (2), 215.27 feet to the Grantor's Southwest corner, said Grantor's property is recorded on microfiche 77-685B05, 77-685B06, and 77-685B07; thence North $00^{\circ}47'23''$ East, along the Grantor's Westerly property line, 66.97 feet to a point in the Proposed Northerly Right of Way Line of State Route Two (2), said point being at Station 200+36.50, 60.00 feet left of the Centerline of State Route Two (2); thence North $64^{\circ}25'08''$ East, along said line, 215.27 feet to a point in the Proposed Westerly Limited Access Line of State Route Two (2), said point being at Station 202+51.77, 60.00 feet left of the Centerline of State Route Two (2); thence South $00^{\circ}47'23''$ West, along said line, 66.97 feet to the principal place of beginning, containing 0.297 Acres, 12,916.146 Sq. Ft., of which 0.247 Acres, 10,763.455 Sq. Ft. is Public Road Occupied, more or less, subject to all legal highways. The bearings referred to herein are based on a Recorded Centerline Plat recorded in Volume 50, Pages 41 and 42, for the Ohio Turnpike, dated October 17, 1952 and used for the determination of angular measurements.

Description prepared by H.N.T.B. is based on a Survey made by Thomas G. Gergich, Registered Surveyor No. S-7146.

"FURTHER RESOLVED that the general counsel be, and he hereby is instructed to do or cause to be done all things that may be necessary in the premises in order that proceedings for

the appropriation of the property described above may be commenced, and Resolution No. 6-1989 is hereby ratified and amended in accordance with this resolution."

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

Ayes: Mr. Fairbanks, Mr. Bergsmark, Mr. Hurst,
Mr. Rogers

Nays: None

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 5-1990.

The Executive Director said also that the next resolution ratified and amended resolution No. 10-1989 and it was for the appropriation of property owned by Seaway Sand and Stone, Inc. He said that, again, the staff had prior authorization to appropriate the land for right-of-way, but the designated area had been modified to allow access. He said that this particular property would be landlocked by the closing of Whitehouse-Spencer Road, which was the matter Mr. McGrath was in Toledo for that day. He said the resolution before the Members called for taking additional right-of-way from that parcel to build an access road.

The Executive Director said the resolution was long with detailed descriptions, so he would not read it all, but he did recommend that it be adopted.

A resolution ratifying and amending resolution No. 10-1989 and declaring the necessity of appropriating property and directing that proceedings to effect such appropriation be begun and prosecuted was moved for adoption by Mr. Bergsmark, seconded by Mr. Hurst as follows:

RESOLUTION NO. 6-1990

"WHEREAS, Resolution No. 10-1989, adopted on July 31, 1989, which resolution is hereby incorporated by reference as if fully rewritten herein, dealt with the appropriation of a parcel of real estate (Parcel No. 8-WL) owned by Seaway Sand & Stone, Inc. and needed for the construction of Toll Interchange 3-A;

"WHEREAS, additional real estate owned by Seaway Sand & Stone, Inc. is needed for the construction of Toll Interchange 3-A;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission has negotiated for a reasonable time for the purchase of the real estate described herein with the owner, but has been unable to enter into an agreement with said owner and has complied with the provisions of section 163.04 of the Revised Code; and said property is necessary for the construction of a toll interchange with S.R. 2 (Airport Highway) and the Ohio Turnpike in the vicinity of Milepost 52.9 in Lucas County, Ohio;

"BE IT FURTHER RESOLVED that proceedings be begun and prosecuted to effect the appropriation of the fee title and necessary easements on the following described property from the owners and persons having an interest therein, to-wit:

<u>Owners</u>	<u>Place of Residence</u>
Seaway Sand & Stone, Inc.	2190 Whitehouse-Spencer Rd. Swanton, Ohio 43558
County Auditor of Lucas County	One Government Center Toledo, Ohio
County Treasurer of Lucas County	One Government Center Toledo, Ohio

Parcel No. 8 WL

All right, title and interest in fee simple, including limitation of access, in the following described property:

Situated in Lucas County, Swanton Township, Town 7 North, Range 9 East, in Section Three (3) and in the State of Ohio, bounded and described as follows:

Commencing at the East quarter (1/4) corner of Section Three (3) and the Centerline of Whitehouse Spencer Road (60' R/W); thence North 89° 41'28" West, along the East and West centerline of Section Three (3), 661.12 feet to a point in the Proposed South Limited Access Line of Ramp A and a point in the Grantor's corner, said Grantor's property is recorded in Volume 1935, Page 227, the principal place of beginning, said point being at Station 88+78.05, 374.45 feet right of the Baseline of Ramp A; thence North 89°41'28" West, along said East and West centerline of Section Three (3) and the Grantor's property line and Limited Access Line, 475.94 feet to a point in the Proposed West Limited access Line of Ramp A, said point being at Station 87+36.65, 80.00 feet left of the Baseline of Ramp A; thence along the following courses of said

Limited Access Line; North 20°48'41" East, 213.69 feet, being at Station 89+50.00, 68.00 feet left; North 23°45'57" East, 92.99 feet, being at Station 90+42.45, 58.00 feet left to a point of curvature in said Line; thence on a curve to the Right having a Radius of 774.20 feet, an Arc Length of 537.84 feet, a Chord Length of 527.09 feet which Bears North 37°29'39" East and a Delta Angle of 39°48'14", to a point of Tangency in said Line, being at Station 95+40.00, 58.00 feet left; North 58°03'00" East, 72.25 feet to a point in the Grantor's Easterly property line, said point being at Station 96+06.71, 60.54 feet left of the Baseline of Ramp A; thence South 01°30'32" West, along the Grantor's Easterly property line and the Proposed East Limited Access Line of Ramp A, 744.11 feet to the principal place of beginning, containing 229,128.691 Sq. Ft., 5.260 Acres, more or less, subject to all legal highways. The bearings referred to herein are based upon a Recorded Centerline Plat recorded in Volume 50, Pages 41 and 42, for the Ohio Turnpike dated October 17, 1952 and used for the determination of angular measurements.

Description prepared by HNTB based on a Survey made by Thomas G. Gergich, Registered Surveyor No. S-7146.

Together with all rights or easements of access to or from the Ohio Turnpike (limited access highway) from or to the land of said person or persons abutting upon that portion of the Ohio Turnpike (limited access highway) as shown by the plans for the construction of the toll interchange with S.R. 2 in Lucas County, Ohio.

Parcel No. 8-T and 8 T-1

Construction easement for the construction of an access drive over the following described property:

(Parcel No. 8-T)

Situated in Lucas County, Swanton Township, Town 7 North, Range 9 East, in Section Three (3) and in the State of Ohio, bounded and described as follows:

Commencing at the East quarter (1/4) corner of Section Three (3) and the Centerline of Whitehouse Spencer Road (60' R/W); thence North 89° 41' 28" West, along the East and West centerline of Section

Three (3), 661.12 feet to a point in the Proposed South Limited Access Line of Ramp A and a point in the Grantor's corner, said Grantor's property is recorded in Volume 1935, Page 227; thence North 01° 30' 32" East, along the Grantor's Easterly property line and Limited Access Line, 744.11 feet to a point in the Proposed West Limited Access Line of Ramp A, said point being at Station 96+06.71, 60.43 feet left of the Baseline of Ramp A, the principal place of beginning; thence South 58° 03' 00" West, along the Proposed West Limited Access Line of Ramp A, 72.25 feet to a point in the Proposed West Slope Easement Line of Ramp A, said point being at Station 95+40.00, 58.00 feet left of the Baseline of Ramp A; thence North 32° 36' 13" West, along said Easement Line, 42.00 feet to a point in the Proposed North Temporary Right of Way Line of Ramp A said point being at Station 95+40.00, 100.00 feet left of the Baseline of Ramp A; thence along the following courses of said Temporary Line; North 18° 19' 25" East, 72.16 feet, being at Station 95+86.50, 147.30 feet left; North 04° 47' 37" West, 150.29 feet, being at Station 96+30.35, 286.38 feet left; North 01° 30' 32" West, 200.00 feet, being at Station 96+79.16, 472.03 feet left; North 43° 54' 29" East, 126.30 feet, being at Station 97+45.24, 529.95 feet left; North 81° 03' 39" East, 286.35 feet, being at Station 99+65.00, 520.00 feet left; South 08° 56' 21" East, 50.00 feet, being at Station 99+65.00, 470.00 feet left; South 81° 03' 39" West, 225.00 feet, being at Station 97+78.09, 473.86 feet left; thence South 51° 57' 23" West, 83.76 feet, to a point in the Proposed North Limited Access Line of Ramp A and the Grantor's Corner, said point being at Station 97+31.01, 441.90 feet left of the Baseline of Ramp A; thence South 01° 30' 32" West, along the Grantor's Easterly property line and the Limited Access Line, 415.00 feet to the principal place of beginning, containing 53,993.880 Sq. Ft., 1.240 Acres, more or less, subject to all legal highways. The bearings referred to herein are based upon a Recorded Centerline Plat recorded in Volume 50, Pages 41 and 42, for the Ohio Turnpike dated October 17, 1952 and used for the determination of angular measurements.

Description prepared by HNTB based on a Survey made by Thomas G. Gergich, Registered Surveyor No. S-7146.

(Parcel No. 8 T-1)

Situated in Lucas County, Swanton Township, Town 7 North, Range 9 East, in Section Three (3) and in the State of Ohio, bounded and described as follows:

Commencing at the East quarter (1/4) corner of Section Three (3) and the Centerline of Whitehouse Spencer Road (60' R/W); thence North 89° 41' 28" West, along the East and West centerline of Section Three (3), 661.12 feet to a point in the Proposed South Limited Access Line of Ramp A and a point in the Grantor's corner, said Grantor's property is recorded in Volume 1935, Page 227, said point being at Station 88+78.05, 374.45 feet right of the Baseline of Ramp A; thence North 89° 41' 28" West, along said East and West centerline of Section Three (3) and the Grantor's property line and Limited Access Line, 475.94 feet to a point in the Proposed West Limited Access Line of Ramp A, said point being at Station 87+36.65, 80.00 feet left of the Baseline of Ramp A, the principal place of beginning; thence North 89° 41' 28" West, along the Grantor's property line, 973.40 feet, to a point in the Proposed East Temporary Right of Way Line of Ramp A; said point being at Station 84+51.22, 1009.46 feet Left of the Baseline of Ramp A; thence South 00° 47' 23" West, along said Temporary Line, 1307.63 feet to a point in the Existing North Right of Way Line of State Route Two (2), said point being at Station 79+41.56, 1218.05 feet left of the Baseline Ramp A; thence South 64° 25' 08" West, along said Line, 66.97 feet to a point in the Proposed West Temporary Line of Ramp A, said being at Station 79+41.56, 1285.02 feet left of the Baseline of Ramp A; thence along the following courses of said Temporary Line; North 00° 47' 23" East, 1386.88 feet, being at Station 84+77.49, 1081.20 feet left; South 89° 41' 28" East, 807.99 feet, being at Station 87+17.54, 309.70 feet left; North 73° 01' 46" East, 145.35 feet being at Station 88+00.00, 190.00 feet left; North 44° 09' 29" East, 111.80 feet, being at Station 89+00.00, 140.00 feet left; North 17° 35' 32" East, 100.00 feet, to a point in the Proposed Slope Easement Line of Ramp A, said point being at Station 90+00.00, 140.00 feet left of the Baseline of Ramp A; thence South 37° 37' 48" East, along said Slope Line, 87.66 feet to a point in the Proposed West Limited Access Line of Ramp A; thence South 20° 48' 42" West, along said Line, 213.69 feet to the principal place of beginning, containing 151,761.452 Sq. Ft., 3.374

Acres, more or less, subject to all legal highways. The Bearings referred to herein are based upon a Recorded Centerline Plat recorded in Volume 50, Pages 41 and 42, for the Ohio Turnpike dated October 17, 1952 and used for the determination of angular measurements.

Description prepared by HNTB based on a Survey made by Thomas G. Gergich, Registered Surveyor No. S-7146.

Parcel No. 8 SL

A perpetual easement for highway purposes (slope easement,) including limitation of access in the following property:

Situated in Lucas County, Swanton Township, Town 7 North, Range 9 East, in Section Three (3) and in the State of Ohio, bounded and described as follows:

Commencing at the East quarter (1/4) corner of Section Three (3) and the Centerline of Whitehouse Spencer Road (60' R/W); thence North 89°41'28" West, along the East and West centerline of Section Three (3), 661.12 feet to a point in the Proposed South Limited Access Line of Ramp A and a point in the Grantor's corner, said Grantor's property is recorded in Volume 1935, Page 227, thence North 01°30'32" East, along the Grantor's Easterly property line and Limited Access Line, 744.11 feet to a point in the Proposed North Limited Access Line of Ramp A, said point being at Station 96+06.71, 60.54 feet left of the Baseline of Ramp A; thence South 58°03'00" West, along the Proposed West Limited Access Line, 72.25 feet to a point of curvature in said Line and a point in the Proposed West Slope Easement Line of Ramp A, the principal place of beginning, said place of beginning being at Station 95+40.00, 58.00 feet left of the Baseline of Ramp A; thence on a curve to the left having a Radius of 774.20 feet, an Arc Length of 537.84 feet, a Chord Length of 527.09 feet which Bears, South 37°29'39" West, and a Delta Angle of 39°48'14", to a point of Tangency in said Line said point being at Station 90+42.45, 58.00 feet left of the Baseline of Ramp A; thence South 23°45'57" West, along said Line, 92.99 feet to a point in the Proposed West Slope Easement Line of Ramp A said point being at Station 89+50.00, 68.00 feet left of the Baseline of Ramp A; thence along the following

courses of said Easement Line; North 37°37'48" West, 87.66 feet, being at Station 90+00.00, 140.00 feet left; North 17°35'32" East, 42.45 feet, being at Station 90+42.45, 140.00 feet left; North 15°45'03" East, 69.16 feet, being at Station 91+00.00, 145.00 feet left; North 26°11'47" East, 120.15 feet, being at Station 92+00.00, 145 feet left; North 36°34'40" East, 119.90 feet, being at Station 93+00.00, 140.00 feet left; North 44°35'40" East, 119.21 feet, being at Station 94+00.00, 135.00 feet left; North 66°54'19" East, 121.44 feet, being at Station 95+00.00, 100.00 feet left, North 55°47'47" East, 45.58 feet, being at Station 95+40.00, 100.00 feet; South 32°36'13" East, 42.00 feet to the principal place of beginning, containing 47,286.013 Sq. Ft., 1.086 Acres, more or less, subject to all legal highways. The bearings referred to herein are based upon a Recorded Center line Plat recorded in Volume 50, Pages 41 and 42, for the Ohio Turnpike dated October 17, 1952 and used for the determination of angular measurements.

Description prepared by HNTB based on a Survey made by Thomas G. Gergich, Registered Surveyor No. S-7146.

Rights including the owners' easement rights, including rights of access to any highway construction therein and the loss of service of any utilities affected by highway construction to the land remaining under its ownership and everything incidental thereto.

Parcel No. 8

Perpetual easement for highway purposes, including limitation of access, in the following described property:

Situated in Lucas County, Swanton Township, Town 7 North, Range 9 East, in Section Three (3) and in the State of Ohio, bounded and described as follows:

Commencing at the intersection of East Line of Section Three (3) and the West Line of Section Two (2) and the Centerline of Whitehouse Spencer Road (60' R/W), said point also being the East (1/4) Corner of Section Two (2) and the West (1/4) Corner of Section Three (3) and having a Railroad Spike with a Cross Cut on top of Pavement; thence North 01°30'08" East, along said centerline and section lines, 749.11 feet to a point in the Proposed Southerly Limited Access Line of Ramp A; thence

North 89°38'38" West, along said Limited Access Line, 30.00 feet to a point in the Existing West-erly Right of Way Line of Whitehouse Spencer, thence North 01°30'08" East, along said Line, 834.69 feet to a point in the Existing Southerly Limited Access of Line of the Ohio Turnpike the principal place of beginning; thence South 68°02'12" East, along said Line, 32.02 feet to a point in the Centerline of Whitehouse Spencer Road and a point in the East Line of Section Three (3) and a point in the Proposed North Limited Access Line of Ramp A, said point being at Station 212+23.29, 145.00 feet right of the Centerline of the Ohio Turnpike; thence South 01°30'08" west, along said Line, 412.90 feet to a point in the Grantor's Corner, said point being at Station 103+19.24, 323.23 feet left of the Baseline of Ramp A; thence North 89°41'28" West, along the Grantor's property line and the Proposed North Limited Access Line, 30.00 feet to a point in the Existing West Right of Way Line of Whitehouse Spencer Road; thence North 01°30'08" East, along said Line, 424.72 feet to the principal place of beginning, containing 0.288 Acres, 12564.375 Sq. Ft. more or less, subject to all legal highways. The bearings referred to herein are based on a recorded Centerline Plat recorded in Volume 60, Pages 41 and 42, for the Ohio Turnpike, dated October 17, 1952 and used for the determination of angular measurements.

Description prepared by HNTB is based on a Survey made by Thomas G. Gergich, Registered Surveyor No. S-7146.

Rights include the owners' easement rights, including rights of access to Whitehouse-Spencer Road and the loss of service of any utilities affected by highway construction to the land remaining under its ownership and everything incidental thereto.

"FURTHER RESOLVED that the general counsel be, and he hereby is instructed to do or cause to be done all things that may be necessary in the premises in order that proceedings for the appropriation of the property described above may be commenced, and Resolution No. 10-1989 is hereby ratified and amended in accordance with this resolution."

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

Ayes: Mr. Bergsmark, Mr. Hurst, Mr. Fairbanks,
Mr. Rogers

Nays: None

The Chairman declared the resolution approved with all Members present voting in the affirmative. The resolution was identified as No. 6-1990.

Mr. Bergsmark said that before the Executive Director introduced the next resolution he wanted to ask his standing question--when would the Turnpike interchange with State Route 2 be opened to traffic?

The Executive Director said the project had been held up by a last-minute discovery of a wetlands encroachment in the area. He said it came as a surprise because the Commission's environmental and engineering studies done some ten years ago did not show the wetlands in question. He said that suddenly the wetlands were there under new definitions established by the Federal Environmental Protection Agency, which were more stringent than before. He said the staff needed to get a permit from the Army Corps of Engineers in order to continue the project.

Mr. Bergsmark asked if there were wetlands in the area or just water pumped out of a nearby quarry.

The Executive Director said that could be the case, but he really didn't know exactly what they were. He said he thought some of the water resulted from pumping out of the sand and gravel pit. He said another area north of the Turnpike was flat and the wetlands were in the middle of a wooded section. He said he didn't believe they should be considered wetlands, but the EPA said they were wetlands. He said there was a federal policy of no net loss of wetlands. He said that since the project would touch these wetlands the staff had to show that alternate locations and designs had been studied. He said he thought the staff had the EPA satisfied that there was only one design and our location that the interchange could be built. He said the next step would be to find out what had to be done to replace the wetlands. He said the permit had to be obtained from the Army Corps of Engineers before additional contracts could be advertised.

Mr. Bergsmark asked the Executive Director if he had an estimate of when the situation would be resolved.

The Executive Director said the staff would be submitting a mitigation or relocation of wetlands plan the day after the Commission meeting. He said the staff had received some suggestions about how it might mitigate including involvement in a project called the Swan Creek project that was in progress in that entire northwest area. He said he couldn't give Mr. Bergsmark a precise date at that time.

Mr. Bergsmark asked the Executive Director when the interchange could be opened, assuming the wetlands situation were resolved in June.

The Executive Director said it probably would be opened in 1991. He said the staff had been shooting for having the interchange completed in 1990. He said the contract had been awarded for the toll plaza portion and work was ready to start. He said the toll plaza site was out of the area where there were any wetlands.

Mr. Bergsmark asked if the interchange could be opened in the spring of 1991.

The Executive Director said he thought it could be done at that time. He said the project would not be opened in 1990 because there still remained the construction of a tricky bridge project which necessitated cutting through the Turnpike with some of the ramps and building two new bridges. He said that work would take some time to complete.

Mr. Bergsmark asked that, if the environmental issue were resolved in a timely fashion, could the interchange be opened in 1990.

The Executive Director said that there was an outside chance that might happen.

Mr. Bergsmark asked if there was a definition for a natural wetland.

The Executive Director said he didn't know the specific definition. He said that roadway ditches which accumulated a little water at certain times of the year could be considered wetlands. He said that Mr. Hurst could tell the Members what was going on with regard to wetlands on the other interstates and roads in the state.

Mr. Hurst said that the Commission's staff, which was accustomed to working within the Turnpike's right-of-way on bridge rehabilitations, and resurfacings, was now experiencing what ODOT went through on a daily basis on major improvements. He said that, besides wetlands, ODOT had encountered problems with hazardous wastes. He said that projects have been delayed because right-of-way, which had been purchased years before, had to be examined for dumping or burial of hazardous wastes. He said another new problem was the sole-source aquifer. He said that improvements built over or near underground water that serves the community required that the water source be properly protected, which often caused project delays. He said that in recent years ODOT had those three new problems--the wetlands, the hazardous waste and the sole-source aquifer. He said they added a lot of time to planning and design work.

The Executive Director said the next resolutions involved the Turnpike interchange with I-75. He said the plans for the second stage of work on the interchange had been completed, the contracts had been advertised for bids and they would be opened on April 6. He said it was important that the right-of-way acquisition be wrapped up. He said that the land parcels identified in the resolutions were relatively minor properties.

The Executive Director said further that the first resolution declared the necessity of appropriating property and directing that proceedings to effect such appropriation be begun and prosecuted. He said the property owners were listed as the Society Bank and Trust as trustee in care of Arthur Morgan. He said he would dispense with reading it and recommended that it be adopted.

A resolution declaring the necessity of appropriating property and directing that proceedings to effect such appropriation be begun and prosecuted was approved for adoption by Mr. Fairbanks, seconded by Mr. Bergsmark as follows:

RESOLUTION NO. 7-1990

"RESOLVED that the Commission has negotiated for a reasonable time for the purchase of the real estate described herein with the owner, but has been unable to enter into an agreement and has complied with the provisions of section 163.04 of the Revised Code; and said property is necessary for the construction of a toll interchange with I-75 and the Ohio Turnpike in the vicinity of Milepost 64.5 in Wood County, Ohio;

"BE IT FURTHER RESOLVED that proceedings be begun and prosecuted to effect the appropriation of the fee title and necessary easements on the following described property from the owners and persons having an interest therein, to-wit:

<u>Owners</u>	<u>Place of Residence</u>
Society Bank & Trust, Trustee c/o Arthur Morgan Trust Real Estate	P. O. Box 10099 Toledo, Ohio 43699
County Auditor of Wood County	Court House Square Bowling Green, Ohio
County Treasurer of Wood County	Court House Square Bowling Green, Ohio

Parcel No. 15 WL

All right, title and interest in fee simple, including limitation of access, in the following described property:

Situated in Perrysburg Township, Wood County and the State of Ohio and being part of the northeast Quarter of Section 34, Town 3, United States Reserve and being more fully described as follows:

Beginning at the southwest corner of the northeast quarter of said Section 34;

Thence North 0° 41' 48" West on the westerly line of the northeast quarter of Section 34 a distance of 726.86 feet to a point;

Thence South 89° 02' 55" East a distance of 192.41 feet to a point;

Thence North 39° 41' 13" West on the northwesterly limited access right-of-way line of Interstate 75, a distance of 415.61 feet to a point;

Thence North 39° 40' 53" East on the northwesterly limited access right-of-way line of Interstate 75, a distance of 352.53 feet to a point on Grantor's southeasterly property corner, said point being 140.00 feet left of Station 286+28.08 on the centerline of survey of Interstate 75 and true place of beginning of the parcel herein described;

Thence North 89° 25' 19" West on Grantor's southerly property line a distance of 35.00 feet to a point;

Thence North 57° 47' 50" East on proposed limited access right of way line on Interstate 75 a distance of 97.85 feet to a point;

Thence South 39° 40' 53" West on the northwesterly limited access right-of-way line of Interstate 75 a distance of 71.92 feet to the true place of beginning containing 0.022 acres more or less.

This description is based on a survey made by URS Consultants, Richard E. Rockich Registered Surveyor No. 5680.

Grantor claims title by instrument recorded in Deed Book 583, Page 450 of the Wood County Records.

Together with all rights or easements of access to or from the Ohio Turnpike (limited access highway) from or to the land of said person or persons abutting upon that portion of the Ohio Turnpike (limited access highway) as shown by the plans for the construction of the toll interchange with I-75 in Wood County, Ohio.

Parcel No. 15 WL-1

All right, title and interest in fee simple, including limitation of access, in the following described property:

Situated in Perrysburg Township, Wood County and the State of Ohio and being part of the northeast Quarter of Section 34, Town 3, United States Reserve and being more fully described as follows:

Beginning at the southwest corner of the northeast quarter of said Section 34;

Thence North 0° 41' 48" West on the westerly line of the northeast quarter of Section 34 a distance of 63.23 feet to a point;

Thence North 39° 41' 12" East on the southeasterly limited access right-of-way line of Interstate 75 a distance of 115.93 feet to a point;

Thence South 50° 18' 47" East on the southeasterly limited access right-of-way line of Interstate 75 a distance of 45.00 feet to a point;

Thence North 35° 08' 12" East on the southeasterly limited access right-of-way line of Interstate 75 a distance of 567.24 feet to a point;

Thence North 39° 41' 13" East on the southeasterly limited access right-of-way line of Interstate 75 a distance of 360.09 feet to a point;

Thence North 39° 40' 53" East on the southeasterly limited access right-of-way line of Interstate 75 a distance of 580.26 feet to a point on Grantor's southwesterly property corner, said point being 140.00 feet right of Station 288+55.80 on the centerline of survey of Interstate 75 and true place of beginning of the parcel herein described;

Thence North 39° 40' 53" East on the southeasterly limited access right-of-way line of Interstate 75 a distance of 337.31 feet to a point on Grantor's northeasterly property corner;

Thence South 89° 20' 51" East on Grantor's northerly property line a distance of 12.87 feet to a point;

Thence South 39° 40' 53" West on the proposed limited access right-of-way line a distance of 337.29 feet to a point on Grantor's southerly property line;

Thence North 89° 25' 19" West on Grantor's southerly property line a distance of 12.89 feet to the true place of beginning containing 0.077 acres more or less.

This description is based on a survey made by URS Consultants, Richard E. Rockich Registered Surveyor No. 5680.

Grantor claims title by instrument recorded in Deed Book 583, Page 450 of the Wood County Records.

Together with all rights or easements of access to or from the Ohio Turnpike (limited access highway) from or to the land of said person or persons abutting upon that portion of the Ohio Turnpike (limited access highway) as shown by the plans for the construction of the toll interchange with I-75 in Wood County, Ohio.

Parcel No. 16 WL

All right, title and interest in fee simple, including limitation of access, in the following described property:

Situated in Perrysburg Township, Wood County and the State of Ohio and being part of the northeast Quarter of Section 34, Town 3, United States Reserve and being more fully described as follows:

Beginning at the southwest corner of the northeast Quarter of said Section 34;

Thence North 0° 41' 48" West on the westerly line of the northeast quarter of Section 34 a distance of 63.23 feet to a point;

Thence North 39° 41' 12" East on the southeasterly limited access right-of-way line of Interstate 75 a distance of 115.93 feet to a point;

Thence South 50° 18' 47" East on the southeasterly limited access right-of-way line of Interstate 75 a distance of 45.00 feet to a point;

Thence North 35° 08' 12" East on the southeasterly limited access right-of-way line of Interstate 75 a distance of 567.24 feet to a point;

Thence North 39° 41' 13" East on the southeasterly limited access right-of-way line of Interstate 75 a distance of 360.09 feet to a point;

Thence North 39° 40' 53" East on the southeasterly limited access right-of-way line of Interstate 75 a distance of 917.57 feet to a point on Grantor's southwesterly property corner, said point being 140.00 feet right of Station 291+93.11 on the centerline of survey of Interstate 75 and true place of beginning of the parcel herein described;

Thence North 39° 40' 53" East on the southeasterly limited access right-of-way line of Interstate 75 a distance of 95.41 feet to a point on Grantor's northeasterly property corner;

Thence South 0° 12' 29" East on Grantor's easterly property line a distance of 74.13 feet to a point on Grantor's southeasterly property corner;

Thence North 89° 20' 51" West on Grantor's southerly property line a distance of 61.19 feet to the true place of beginning containing 0.052 acres more or less.

This description is based on a survey made by URS Consultants, Richard E. Rockich Registered Surveyor No. 5680.

Grantor claims title by instrument recorded in Deed Book 452, Page 751 of the Wood County Records.

Together with all rights or easements of access to or from the Ohio Turnpike (limited access highway) from or to the land of said person or persons abutting upon that portion of the Ohio Turnpike (limited access highway) as shown by the plans for the construction of the toll interchange with I-75 in Wood County, Ohio.

"FURTHER RESOLVED that the general counsel be, and he hereby is instructed to do or cause to be done all things that may be necessary in the premises in order that proceedings for the appropriation of the property described above may be commenced."

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

Ayes: Mr. Fairbanks, Mr. Bergsmark, Mr. Hurst,
Mr. Rogers

Nays: None

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 7-1990.

Mr. Bergsmark asked the Executive Director when the Turnpike interchange with I-75 would be opened.

The Executive Director said he expected that it would be opened at the end of 1991.

Mr. Bergsmark asked about the progress of the I-75 interchange with State Route 795 being handled by ODOT.

The Executive Director said he had been at a recent meeting where he was told that the plans for that interchange probably would be finished toward the end of 1990. He said chances were very good that the project would be under contract while the Turnpike/I-75 project was still under contract.

Mr. Bergsmark asked if there was any way to speed up the S.R. 795 project so that it opened at the same time as the Turnpike/I-75 interchange.

Mr. Hurst said he doubted that it could be done. He said ODOT had speeded up the plan preparation hoping for an early 1991 sale date. He said that was about all that could be done.

Mr. Bergsmark asked how long it would take before construction was completed.

Mr. Hurst said it would take about two years with the work done by the middle of 1992.

The Executive Director said the project for S.R. 795 was not as complicated as the Turnpike/I-75 project because it contained only one bridge to be built or rebuilt. He said there were nine bridges which had to be built or rebuilt, ramps needed to be constructed to connect with I-75 and lanes had to be added on I-75 for a mile north of the interchange.

Mr. Bergsmark said it would be desirable to open both interchanges at the same time.

Mr. Hurst said the S.R. 795 project was under an expedited status.

The Executive Director said the next resolution involved properties owned by members of the Kindwater family. He said that without reading he recommended that the resolution be adopted.

A resolution declaring the necessity of appropriating property and directing that proceedings to effect such appropriation be begun and prosecuted was moved for adoption by Mr. Fairbanks, seconded by Mr. Bergsmark as follows:

RESOLUTION NO. 8-1990

"RESOLVED that the Commission has negotiated for a reasonable time for the purchase of the real estate described herein with the owner, but has been unable to enter into an agreement and has complied with the provisions of section 163.04 of the Revised Code; and said property is necessary for the construction of a toll interchange with I-75 and the Ohio Turnpike in the vicinity of Milepost 64.5 in Wood County, Ohio;

"BE IT FURTHER RESOLVED that proceedings be begun and prosecuted to effect the appropriation of the fee title and necessary easements on the following described property from the owners and persons having an interest therein, to-wit:

<u>Owners</u>	<u>Place of Residence</u>
William H. Kindervater a/k/a William H. Kindewater (one-half interest)	30424 East River Road Perrysburg, Ohio 43551
Thomas R. Kindewater a/k/a Thomas R. Kindervater (one-quarter interest)	
Karen E. Kindewater a/k/a Karen E. Kindervater (one-quarter interest)	
County Auditor of Wood County	Court House Square Bowling Green, Ohio
County Treasurer of Wood County	Court House Square Bowling Green, Ohio

Parcel No. 18 WD

All right, title and interest in fee simple, in the following described property:

Situated in Perrysburg Township, Wood County and the State of Ohio and being part of the southwest Quarter of Section 26, Town 3, United States Reserve and being more fully described as follows:

Beginning at the southwesterly corner of the southwest quarter of said Section 26;

Thence North $0^{\circ} 42' 15''$ West on the westerly line of the southwest quarter of Section 26 a distance of 446.41 feet to a point on Grantor's southwesterly property corner, said point being 280.20 feet right of Station 312+25.52 on the centerline of survey of Interstate 75 and true place of beginning of the parcel herein described;

Thence North $0^{\circ} 42' 15''$ West on Grantor's westerly property line a distance of 185.51 feet to a point on Grantor's northwesterly property corner;

Thence North $39^{\circ} 40' 53''$ East on the southeasterly limited access right-of-way line of Interstate 75 a distance of 168.57 feet to a point;

Thence northeasterly on the southeasterly limited access right-of-way line of Interstate 75 along the arc of a curve to the right, with a radius of 23,209.87 feet and whose chord bears North $39^{\circ} 41' 21''$ East 17.16 feet, an arc distance of 17.16 feet to a point;

Thence South $3^{\circ} 53' 55''$ West on the proposed right-of-way line a distance of 207.00 feet to a point;

Thence South $8^{\circ} 48' 50''$ West on the proposed right-of-way line a distance of 121.96 feet to a point on Grantor's southerly property line;

Thence South $88^{\circ} 59' 28''$ West on the Grantor's southerly property line a distance of 83.63 feet to the true place of beginning containing 0.595 acres more or less including the present road which occupies 0.509 acres.

This description is based on a survey made by URS Consultants, Richard E. Rockich Registered Surveyor No. 5680.

Grantor claims title by instrument recorded in Deed Book 355, Page 302 of the Wood County Records.

"FURTHER RESOLVED that the general counsel be, and he hereby is instructed to do or cause to be done all things that

may be necessary in the premises in order that proceedings for the appropriation of the property described above may be commenced."

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

Ayes: Mr. Fairbanks, Mr. Bergsmark, Mr. Hurst,
Mr. Rogers

Nays: None

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 8-1990.

The Chairman said the report of the Executive Director was accepted as offered. He ascertained there were no reports from General Counsel, the consulting engineers, the trustee and the Director of Information and Research.

The Chairman said the next Commission meeting would be held in May and the time and date would be determined after consultation with the Members.

There being no further business before the Commission, a motion was made by Mr. Bergsmark, seconded by Mr. Fairbanks 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. The vote was as follows:

Ayes: Mr. Bergsmark, Mr. Fairbanks, Mr. Hurst,
Mr. Rogers

Nays: None

The Chairman declared the meeting adjourned. The time of adjournment was 9:41 a.m.

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


Charles R. Pinzone, Secretary-Treasurer