

The Grantors herein agree that they understand that the eastbound lane of the ultimate dual highway will be approximately 1' to 5' feet below the grade of the present proposed roadway, which in the ultimate construction, will be the westbound lane of the dual highway.

Additions in ink approved by

Peter E. Bussard

Joseph H. Bussard

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IT IS HEREBY UNDERSTOOD AND AGREED that the property owner will do the following:

(1) Will build all fencing in connection with the herein granted Right of Way, same to be placed on the slope easement line of the present construction or the ultimate construction. If however, the fence is placed on the easement line of the present construction, the Grantors agree to move fences to the easement line of the ultimate construction, at their own expense, when the Commission, for any reason whatsoever, desires to use or utilize additional portions of the Right of Way, as obtained for the ultimate dual highway.

(2) It is understood by the Grantors that the amount of payment as shown on page #1 of this option, is in full settlement for all damages in connection with this Right of Way, including fences and crops.

(3) It is further understood by the property owner that the Commission will allow said property owner to use the south portion (unused portion) of the right of way, for farming and grazing until such time as the Commission, for any reason whatsoever, desires to utilize additional portions of the right of way, it being understood, however, that no improvements of a permanent nature shall be erected within the limits of the right of way and/or easement area.

IT IS HEREBY FURTHER UNDERSTOOD AND AGREED, that the COMMISSION WILL DO THE FOLLOWING

(1) Sta 179 / 80 (right & left) grade askew entrances 12 feet wide extending back 30 feet from State Road metal (along entrance center line) and surface as directed below. Adjoining the left entrance a similar entrance as described above, will be constructed at an approximate 45 degree angle running eastwardly, same to be 12 feet wide and extending back 30 feet, along entrance center line, from the state road metal.

(2) Sta. 192 / 00 (right & left) grade askew entrances 12 feet wide, extending back 30 feet from State Road metal (along entrance center line) and surface and drain as directed below.

(3) Sta. 203 / 00 (right & left) grade askew entrances 10 feet wide, extending back 30 feet on left side and approximately 125 feet on the right side (to join present county road) from the state road metal (along entrance center line) and surface as directed below.

(3) The above entrances are to be surfaced as directed by the Commission's Engineer, with either 3 inches of compacted #10 stone, plus 3 inches of compacted penetration macadam surface course, or with 6 inches of compacted #10 stone, and adequately drain.

(4) The above entrances may be used by the property owners only until such time as the eastbound lane of the dual highway is built, at which time the southernmost entrances will be shifted either direction far enough so that by holding the north entrances good and askewing across the grass plot area, access across the said grass plot area may be made at a reasonable grade.

(5) Sta. 189 / 90 Increase the 6'X6' box culvert now called for on S.R.C. plans, to a 6'X8' high box culvert.

(6) Approximate Sta. 204 / 50 permit the Grantors to lay a conduit pipe for water under the right of way; it being understood, however, that this pipe or conduit, which will be placed by the property owner at his own expense, will in no way interfere with the construction or maintenance of proposed roadway, and will, if placed in fill, will be so