

**SENATE . . . . . No. 2022**

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**The Commonwealth of Massachusetts**

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**In the Year Two Thousand Eleven**  
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An Act relating to the improvement of route 2, Crosby’s Corner Interchange, in the towns of Lincoln and Concord.

*Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:*

1           Whereas, The deferred operation of this act would tend to defeat its purpose, which is to  
2 facilitate improvements to a dangerous intersection in the towns of Lincoln and Concord,  
3 therefore it is hereby declared to be an emergency law, necessary for the immediate preservation  
4 of the public safety.

5           SECTION 1. The Massachusetts Department of Transportation may acquire certain  
6 parcels of land and easements in certain parcels of land from the town of Concord. Those  
7 parcels shall be diverted from a conservation use to a highway use upon acquisition by the  
8 department, notwithstanding any conservation restriction. The parcels which may be acquired  
9 are shown on a plan comprised of 2 sheets, entitled “The Commonwealth of Massachusetts Plan  
10 of Land in the Town of Concord Middlesex County Article 97 Property” dated June 22, 2011  
11 (Project File No. 602984). This plan shall be kept on file with the chief engineer of the highway  
12 division of the Massachusetts Department of Transportation. The Massachusetts Department of  
13 Transportation may acquire:

14 (a) Parcel 9-8 for highway widening purposes. Parcel 9-8 is a parcel of land now or  
15 formerly owned by town of Concord, held for conservation purposes, adjoining the northerly  
16 location line of the October 10, 1933 State Highway Layout (Layout No. 3049) of the Concord  
17 Turnpike (Route 2) and shown on the plan, , and bounded as follows: beginning at a point offset  
18 to the state baseline at station 17+54.47, 50.00 feet right on the aforesaid October 10, 1933 State  
19 Highway Layout Line; thence continuing northeasterly along the aforesaid October 10, 1933  
20 State Highway Layout to a point by a bearing  $N65^{\circ}07'13''E$  and 143.09 feet distant; thence  
21 northwesterly by land now or formerly of the Commonwealth of Massachusetts to a point by a  
22 bearing  $N45^{\circ}40'50''W$  and 9.65 feet distant on the Proposed State Highway Layout Line (Layout  
23 No. 7964) at a point bearing  $N24^{\circ}52'46''W$  and 59.02 feet distant right from station 16+14.80 of  
24 the state baseline of said Concord Turnpike (Route 2); thence continuing southwesterly along  
25 aforesaid Proposed Layout Line by a bearing  $S60^{\circ}50'08''W$  and 33.72 feet distant; thence along  
26 the aforesaid Proposed Layout on a radius of 3927.12 feet to the left and 106.24 feet distant to  
27 the point of beginning; containing about 596 square feet.

28 (b) An easement in Parcel 9-D-1 to construct a wildlife crossing outlet, headwall,  
29 drainage pipe and outlet, treatment swale, perform slope work and other incidental work in  
30 connection with those uses and consisting of the right to enter upon the parcel at any time to  
31 construct slopes of excavation and embankment and to maintain the structures and slopes. Parcel  
32 9-D-1 is a parcel of land now or formerly owned by town of Concord and held for conservation  
33 purposes, adjoining the northerly location line of the October 10, 1933 State Highway Layout  
34 (Layout No. 3049) of the Concord Turnpike (Route 2) and shown on the plan, and bounded as  
35 follows: beginning at a point offset to the state baseline at station 19+75.00 and 50.00 feet distant  
36 right on the aforesaid October 10, 1933 State Highway Layout Line; thence northeasterly along

37 said October 10, 1933 State Highway Layout Line to a point by a bearing  $N65^{\circ}07'14''E$  and  
38 220.54 feet distant on the aforesaid Proposed State Layout Line (Layout No. 7964); thence along  
39 the Proposed State Layout Line (Layout No. 7964) to a point by a radius of 3927.12 feet to the  
40 right and 106.24 feet distant; thence along the aforesaid Proposed Layout by a bearing  
41  $N60^{\circ}50'08''E$  and 33.72 feet distant; thence northwesterly by land now or formerly of the  
42 Commonwealth of Massachusetts to a point by a bearing  $N45^{\circ}40'50''W$  and 46.30 feet distant;  
43 thence to a point by a bearing  $S65^{\circ}07'14''W$  and 294.78 feet distant; thence by a bearing  
44  $S18^{\circ}14'15''W$  and 71.65 feet distant to the point of beginning; containing about 16,623 square  
45 feet.

46 (c) An easement in Parcel 9-TE-6 consisting of the right to enter upon the parcel at any  
47 time during the effective period of the easement to accomplish the necessary work within the  
48 parcel, including constructing slopes of excavation and embankment and to perform any other  
49 necessary incidental construction; provided, however that the easement in Parcel 9-TE-6 shall  
50 terminate 5 years from the date of recording the Order of Taking for this parcel. Parcel 9-TE-6 is  
51 a parcel of land now or formerly owned by the town of Concord and held for conservation  
52 purposes, adjoining the northerly location line of the 1966 State Highway Layout (Layout No.  
53 5637) of the Concord Turnpike (Route 2) and shown on the plan and bounded as follows:  
54 beginning at a point offset to the state baseline at station 19+75.00 and 50.00 feet distant right on  
55 the aforesaid 1966 State Highway Layout Line (Layout No. 5637); thence to a point by a bearing  
56  $N18^{\circ}14'15''E$  and 71.65 feet distant; thence to a point by a bearing  $N65^{\circ}07'14''E$  and 294.78 feet  
57 distant; thence northwesterly by land now or formerly of the Commonwealth of Massachusetts to  
58 a point by a bearing  $N45^{\circ}40'50''W$  and 13.66 feet distant; thence to a point by a bearing  
59  $S66^{\circ}07'11''W$  and 286.81 feet distant; thence to a point by a bearing  $S18^{\circ}14'15''W$  and 62.62

60 feet distant; thence to a point by a bearing  $S69^{\circ}19'27''W$  and 133.13 feet distant; thence to a  
61 point by a bearing  $S61^{\circ}54'08''W$  and 175.98 feet distant on the aforesaid 1966 State Highway  
62 Layout Line (Layout No. 5637); thence southwesterly along said 1966 State Highway Layout  
63 Line by a bearing  $S85^{\circ}57'19''W$  and 11.93 distant; thence along said 1966 State Highway  
64 Layout Line by a bearing  $N69^{\circ}05'35''E$  and 288.69 distant to the point of beginning; containing  
65 about 10,868 square feet.

66 SECTION 2. The Massachusetts Department of Transportation may acquire certain  
67 parcels of land or easements in certain parcels of land from the town of Lincoln. Those parcels  
68 shall be diverted from a conservation use to a highway use upon acquisition by the department,  
69 notwithstanding any conservation restriction. The parcels which may be acquired are shown on  
70 a plan comprised of 3 sheets, entitled "The Commonwealth of Massachusetts Plan of Land in the  
71 Town of Lincoln Middlesex County Article 97 Property", dated June 22, 2011 (Project File No.  
72 602984). This plan shall be kept on file with the chief engineer of the highway division of the  
73 Massachusetts Department of Transportation. The Massachusetts Department of Transportation  
74 may acquire:

75 (a) Parcel 7-15-T to construct a service road and slope embankments. Parcel 7-15-T is a  
76 parcel of land now or formerly owned by town of Lincoln, adjoining the southerly location line  
77 of the January 17, 1933 State Highway Layout (Layout No. 2970) of the Cambridge Turnpike  
78 (Route 2) and shown on the plan beginning at a point offset to the state baseline at station  
79 108+26.61 and 50.00 feet distant left on the aforesaid January 17, 1933 State Highway Layout  
80 Line; thence along said January 17, 1933 State Highway Layout Line to a point by a radius of  
81 6530.00 feet and 13.47 feet distant; thence continuing along aforesaid Layout Line to a point by  
82 a bearing  $N58^{\circ}58'43''W$  and 249.58 feet distant; thence southwesterly by land now or formerly

83 of Bruce Repko and Kathleen K. Brillhart to a point by a bearing  $S37^{\circ}31'17''W$  and 20.41 feet  
84 distant to the Proposed Town Layout Line (Layout No. 7963); thence continuing along aforesaid  
85 Proposed Town Layout on a radius of 1617.43 feet to the right and 38.94 feet distant; thence  
86 continuing along aforesaid Proposed Town Layout to a point by a bearing  $S33^{\circ}15'18''W$  and  
87 3.27 feet distant; thence continuing along aforesaid Proposed Town Layout to a point by a  
88 bearing  $S56^{\circ}44'42''E$  and 62.35 feet distant; thence continuing along aforesaid Proposed Town  
89 Layout on a radius of 1666.65 feet to the left and 64.97 feet distant; thence continuing along  
90 aforesaid Proposed Town Layout to a point by a bearing  $S58^{\circ}58'43''E$  and 85.85 feet distant;  
91 thence continuing along aforesaid Proposed Town Layout to a point on the property line of land  
92 now or formerly of John P. Neri and Ingrid Neri on a radius of 6520.20 feet to the right and  
93 54.73 feet distant; thence northwesterly by land now or formerly of John P. Neri and Ingrid Neri  
94 along a bearing  $N24^{\circ}13'44''W$  and 27.43 feet distant to the point of beginning; containing about  
95 7,623 square feet.

96 (b) An easement in Parcel 7-W-9-T to construct a retaining wall and perform other  
97 incidental work in connection with construction of the retaining wall and consisting of the right  
98 to enter upon the land at any time to construct slopes of excavation and embankment on the land  
99 and to maintain the structures and slopes. Parcel 7-W-9-T is a parcel of land now or formerly  
100 owned by the town of Lincoln, adjoining the southerly location line of the Proposed Town  
101 Layout Line (Layout No. 7963) and shown on the plan and bounded as follows: beginning at a  
102 point offset to the state baseline at station 110+92.07 and 70.27 feet distant left; thence  
103 southwesterly by land now or formerly of Bruce Repko and Kathleen K. Brillhart to a point by a  
104 bearing  $S37^{\circ}31'17''W$  and 9.89 feet distant; thence to a point by a radius of 1607.59 feet to the  
105 right and 46.24 feet distant; thence to a point on the aforesaid Proposed Town Layout Line by a

106 bearing N33°15'18"E and 6.60 feet distant; thence along the aforesaid Proposed Town Layout  
107 Line by a bearing N56°44'42"W and 6.56 feet distant; thence along the aforesaid Proposed  
108 Town Layout Line by a bearing N33°15'18"E and 3.27 feet distant; thence along the aforesaid  
109 Proposed Town Layout Line on a radius of 1617.43 feet to the left and 38.94 feet distant to the  
110 point of beginning containing about 427 square feet.

111 (c) An easement in Parcel 7-D-3 to construct a drainage treatment basin and perform  
112 other incidental work in connection with that construction and consisting of the right to enter  
113 upon the land at any time to construct slopes of excavation and embankment on the land and to  
114 maintain the drainage treatment basin and slopes. Parcel 7-D-3 is a parcel of land shown on the  
115 plan and bounded as follows: beginning at a point offset to the state baseline at station  
116 107+84.78 and 78.42 feet distant left on the Proposed Town Layout Line (Layout No. 7963);  
117 thence along the aforesaid Proposed Town Layout Line on a radius of 6520.20 feet to the left and  
118 54.73 feet distant; thence continuing along the aforesaid Proposed Town Layout Line to a point  
119 by a bearing N58°58'43"W and 85.85 feet distant; thence continuing along the aforesaid  
120 Proposed Town Layout Line on a radius of 1666.65 feet to the right and 64.97 feet distant;  
121 thence continuing along the aforesaid Proposed Town Layout Line to a point by a bearing  
122 N56°44'42"W and 55.79 feet distant; thence to a point by a bearing S33°15'18"W and 6.60 feet  
123 distant; thence to a point on land now or formerly owned by Bruce Repko and Kathleen K.  
124 Brillhart by a radius of 1607.59 feet to the left and 46.24 feet distant; thence southwesterly by  
125 land now or formerly of Bruce Repko and Kathleen K. Brillhart to a point by a bearing  
126 S37°31'17"W and 118.11 feet distant; thence to a point by a bearing S44°39'24"E and 265.18  
127 feet distant; thence to a point by a bearing N42°24'30"E and 172.16 feet distant; thence to a  
128 point on land now or formerly owned by John P. Neri and Ingrid Neri by a bearing S58°58'43"E

129 and 52.73 feet distant; thence northerly by land now or formerly of John P. Neri and Ingrid Neri  
130 by a bearing  $N24^{\circ}13'44''W$  and 27.43 feet distant to the point of beginning; containing about  
131 42,317 square feet.

132 (d) An easement in Parcel 7-TE-44 to enter upon the land at any time during the effective  
133 period of the easement to accomplish the necessary work within the parcel, including  
134 constructing slopes of excavation and embankment and to perform any other necessary incidental  
135 construction; provided, however, that the easement shall terminate 5 years from the date of  
136 recording the Order of Taking for this parcel. Parcel 7-TE-44 is a parcel of land now or formerly  
137 owned by town of Lincoln, adjoining the northerly location line of the January 17, 1933 State  
138 Highway Layout (Layout No. 2970) of the Cambridge Turnpike (Route 2) and shown on the plan  
139 and bounded as follows: beginning at a point offset to the state baseline at station 120+01.02 and  
140 50.00 feet distant right on the aforesaid January 17, 1933 State Highway Layout Line; thence  
141 southeasterly along said January 17, 1933 State Highway Layout Line by a bearing  $S58^{\circ}58'43''E$   
142 and 205.87 feet distant; thence to a point by bearing  $N31^{\circ}01'17''E$  and 36.09 feet distant; thence  
143 to a point by bearing  $N58^{\circ}58'43''W$  and 211.79 feet distant; thence southwesterly by land now or  
144 formerly of Walter J. Burke, Trust by a bearing  $S21^{\circ}42'21''W$  and 36.57 feet distant to the point  
145 of beginning; containing about 7,537 square feet.

146 (e) An easement in Parcel 7-D-1 to construct a drainage treatment swale and perform  
147 other incidental work in connection with that construction and consisting of the right to enter  
148 upon the land at any time to construct slopes of excavation and embankment on that land and to  
149 maintain the slopes. Parcel 7-D-1 is a parcel of land now or formerly owned by the town of  
150 Lincoln, adjoining the northerly location line of the January 17, 1933 State Highway Layout  
151 (Layout No. 2970) of the Cambridge Turnpike (Route 2) and shown on the plan and bounded as

152 follows: beginning at a point offset to the state baseline at station 117+95.15 and 50.00 feet  
153 distant right on the aforesaid January 17, 1933 State Highway Layout Line; thence southeasterly  
154 along aforesaid January 17, 1933 State Highway Layout Line to a point by a bearing  
155 S58°58'43"E and 645.00 feet distant; thence to a point by bearing N31°01'17"E and 73.00 feet  
156 distant; thence to a point by bearing N58°58'43"W and 645.00 feet distant; thence by bearing  
157 S31°01'17"W and 73.00 feet distant to the point of beginning; containing about 47,085 square  
158 feet.

159 (f) An easement in Parcel 7-TE-45 to enter upon the land at any time during the effective  
160 period of the easement to accomplish the necessary work within the parcel, including  
161 constructing slopes of excavation and embankment and to perform any other necessary incidental  
162 construction; provided, however, that the easement shall terminate 5 years from the date of  
163 recording the Order of Taking for this parcel. Parcel 7-TE-45 is a parcel of land now or formerly  
164 owned by town of Lincoln, adjoining the northerly location line of the January 17, 1933 State  
165 Highway Layout (Layout No. 2970) of the Cambridge Turnpike (Route 2) and shown on the plan  
166 and bounded as follows: beginning at a point offset to the state baseline at station 111+50.15 and  
167 123.00 feet distant; thence to a point by bearing N56°46'05"W and 287.92 feet distant; thence to  
168 a point by bearing N63°57'48"W and 127.80 feet distant; thence to a point by bearing  
169 S58°58'43"E and 415.02 feet distant to the point of beginning; containing about 2,305 square  
170 feet.

171 (g) An easement in Parcel 7-TE-46 to enter upon said land at any time during the  
172 effective period of the easement to accomplish the necessary work within the parcel, including  
173 constructing slopes of excavation and embankment and to perform any other necessary incidental  
174 construction; provided, however, that the easement shall terminate 5 years from the date of

175 recording the Order of Taking for this parcel. Parcel 7-TE-46 is a parcel of land now or formerly  
176 owned by town of Lincoln, adjoining the northerly location line of the January 17, 1933 State  
177 Highway Layout (Layout No. 2970) of the Cambridge Turnpike (Route 2) and shown on the  
178 plan, and bounded as follows: beginning at a point offset to the state baseline at station  
179 111+50.15 and 50.00 feet distant right on the aforesaid January 17, 1933 State Highway Layout  
180 Line; thence southeasterly along aforesaid January 17, 1933 State Highway Layout Line by a  
181 bearing S58°58'43"E and 309.96 feet distant; thence along aforesaid January 17, 1933 State  
182 Highway Layout Line by a curve to the right of 6,630.00 feet radius and 31.01 feet distant;  
183 thence to a point by a bearing N31°01'17"E and 24.83 feet distant; thence to a point by a bearing  
184 N58°58'43"E and 29.84 feet distant; thence to a point on the aforesaid January 17, 1933 State  
185 Highway Layout Line by a bearing S31°01'17"W and 25.04 feet distant; thence along aforesaid  
186 January 17, 1933 State Highway Layout Line to a point by a curve to the right of 6,630.00 feet  
187 radius and 348.85 feet distant; thence northerly along land now or formerly owned by Town of  
188 Lincoln to a point by a bearing N05°17'07"E and 19.12 feet distant; thence to a point by bearing  
189 N56°03'31"W and 152.36 feet distant; thence to a point by bearing N57°37'42"W and 184.17  
190 feet distant; thence to a point by bearing N31°01'17"E and 12.09 feet distant; thence to a point  
191 by bearing N58°58'43"W and 37.84 feet distant; thence to a point by bearing S31°01'17"W and  
192 12.41 feet distant; thence to a point by a radius of 6646.32 feet to the left and 27.01 feet distant;  
193 thence to a point by bearing N58°58'43"W and 304.82 feet distant; thence to a point by bearing  
194 N25°49'51"E and 56.83 feet distant; thence to a point by bearing S31°01'17"W and 73.00 feet  
195 distant to the point of beginning; containing about 11,664 square feet.

196 (h) An easement in Parcel 7-D-2 to construct a drainage outlet and perform other  
197 incidental work in connection with that construction and to enter upon the land at any time to

198 construct slopes of excavation and embankment and to maintain the drainage outlet on this land.  
199 Parcel 7-D-2 is a parcel of land now or formerly owned by the town of Lincoln, adjoining the  
200 northerly location line of the January 17, 1933 State Highway Layout (Layout No. 2970) of the  
201 Cambridge Turnpike (Route 2) and shown on the plan and bounded as follows: beginning at a  
202 point offset to the state baseline at station 108+09.40 and 50.00 feet distant right on the aforesaid  
203 January 17, 1933 State Highway Layout Line; thence along aforesaid January 17, 1933 State  
204 Highway Layout Line by a curve to the right of 6,630.00 feet radius and 29.84 feet distant;  
205 thence to a point by bearing N31°01'17"E and 25.04 feet distant; thence to a point by bearing  
206 N58°58'43"W and 29.84 feet distant; thence by bearing S31°01'17"W and 24.83 feet distant to  
207 the point of beginning; containing about 744 square feet.

208 SECTION 3. To ensure a no-net loss of lands protected for natural resource purposes for  
209 land diverted from conservation use to a highway use under sections 1 and 2, the parcels of land  
210 of the commonwealth as described in section 4 that are currently under the Massachusetts  
211 Department of Transportation's care, custody and control, shall divert from a highway purpose to  
212 a conservation purpose upon the completion of the construction of the Route 2, Crosby's Corner  
213 Interchange Safety Improvements project in the towns of Lincoln and Concord. The department  
214 shall convey to the town of Concord within 4 months of the completion of said project, all of the  
215 parcels as described in section 4, provided, that the parcels shall be conveyed with the restriction  
216 that such land be used only for conservation purposes and shall be held by the Natural Resources  
217 Commission or equivalent conservation body of the town; and provided further, the parcels  
218 conveyed shall be delivered free of contaminants, construction materials and all debris. The  
219 conveyance of said parcels by the department shall not be subject to sections 40E through 40J,

220 inclusive, of chapter 7 of the General Laws or said chapter 7 as referred to in subsection (a) of  
221 section 44 of chapter 6C of the General Laws.

222 SECTION 4. The parcels to be conveyed to the town of Concord are shown on a plan  
223 comprised of 3 sheets, entitled “The Commonwealth of Massachusetts Plan of Land in the Town  
224 of Concord Middlesex County Proposed Conservation Land”, (Project File No. 602984). This  
225 plan shall be kept on file with the chief engineer of the highway division of the Massachusetts  
226 Department of Transportation. The parcels referred to in section 3 shall include:

227 (a) Parcel 9-CR-1: a parcel of land now owned by the Commonwealth of Massachusetts,  
228 adjoining the southerly location line of the April 25, 1984 State Highway Layout (Layout No.  
229 6626) of the Concord Turnpike (Route 2) and shown on the plan and bounded as follows:  
230 beginning at a point offset to the 1933 state baseline at station 24+81.89 and 134.65 feet distant  
231 left on the aforesaid 1984 State Highway Layout Line; thence southwesterly along the Proposed  
232 State Highway Layout Line (Layout No. 7964) to a point by a bearing S74°21’33”W and 30.45  
233 feet distant; thence southeasterly by land now or formerly of Robert M. Champey and Rebecca  
234 B. Champey to a point by a bearing S09°06’48”E and 505 feet more or less distant to a point on  
235 land now or formerly owned by the Commonwealth of Massachusetts; thence continuing along  
236 land now or formerly owned by the Commonwealth of Massachusetts to a point by a bearing  
237 S77°10’23”E and 75 feet more or less distant; thence to a point by a bearing N13°27’00”E and  
238 159 feet more or less distant; thence to a point by a bearing N16°37’10”E and 72 feet more or  
239 less distant to a point on land now or formerly owned by Arthur J. Anthony and Elaine H.  
240 Anthony; thence continuing along the land now or formerly owned by Arthur J. Anthony and  
241 Elaine H. Anthony to a point by a bearing N14°44’57”E and 326 feet more or less distant; thence  
242 northwesterly along the Proposed State Highway Layout Line (Layout No. 7964) to a point on

243 the aforesaid 1984 State Highway Layout by a bearing  $S73^{\circ}35'43''W$  and 19.98 feet distant;  
244 thence along the aforesaid 1984 State Highway Layout on a radius of 100.00 feet to the right and  
245 102 feet more or less distant; thence continuing northwesterly along the aforesaid 1984 State  
246 Highway Layout by a bearing  $N81^{\circ}04'08''W$  and 155 feet more or less distant to the point of  
247 beginning; containing about 90,141 square feet;

248 (b) Parcel 9-CR-2: a parcel of land now or formerly owned by the Commonwealth of  
249 Massachusetts, located on the southerly side of the October 10, 1933 State Highway Layout  
250 (Layout No. 3049) of the Concord Turnpike (Route 2) and shown on the plan and bounded as  
251 follows: beginning at a point offset to the state baseline at station 15+47.96 and 109.27 feet  
252 distant left on the Proposed State Highway Layout Line (Layout No. 7964); thence continuing  
253 southwesterly along the Proposed State Highway Layout Line to a point by a bearing  
254  $S66^{\circ}01'12''W$  and 283.16 feet distant; thence southwesterly to a point by a bearing  
255  $S12^{\circ}57'14''W$  and 89.52 feet distant; thence continuing southeasterly to a point by a bearing  
256  $S83^{\circ}41'41''E$  and 115.00 feet distant on land now or formerly owned by Cheng Zhiyuan; thence  
257 continuing along land now or formerly owned by Cheng Zhiyuan to a point by a bearing  
258  $N43^{\circ}11'29''E$  and 268.56 feet distant on land now or formerly owned by the Commonwealth of  
259 Massachusetts; thence along land now or formerly owned by the Commonwealth of  
260 Massachusetts by a bearing  $N45^{\circ}17'00''W$  and 27.21 feet distant to the point of beginning;  
261 containing about 27,108 square feet;

262 (c) Parcel 9-CR-3: a parcel of land now owned by the Commonwealth of Massachusetts,  
263 located on the southerly side of the October 10, 1933 State Highway Layout (Layout No. 3049)  
264 of the Concord Turnpike (Route 2) and shown on the plan and bounded as follows: beginning at  
265 a point offset to the state baseline at station 11+21.08 and 207.13 feet distant left on the Proposed

266 State Highway Layout Line (Layout No. 7964); thence along the aforesaid Proposed State  
267 Highway Layout Line to a point by a bearing  $N51^{\circ}54'21''W$  and 65.26 feet distant; thence along  
268 the Proposed State Highway Layout Line to a point by a radius of 1620.40 feet and 330.01 feet  
269 distant offset to the state baseline at station 14+77.90, 110.37 feet distant left; thence  
270 southwesterly to a point by a bearing  $S66^{\circ}01'12''W$  and 70.06 feet distant; thence continuing  
271 southeasterly along land now or formerly owned by the Commonwealth of Massachusetts, land  
272 now or formerly owned by Cheng Zhiyuan, land now or formerly owned by Marla T. Demba and  
273 Stephen R. Demba, and land now or formerly owned by Jerold M. Deisenroth to a point by a  
274 bearing  $S45^{\circ}17'00''E$  479.83 feet distant on the Town Line; thence along the Town Line to a  
275 point by a bearing  $N43^{\circ}04'46''E$  and 239.10 feet distant to the aforesaid Proposed State Highway  
276 Layout Line; thence continuing along the Proposed State Highway Layout Line to a point by a  
277 bearing  $N46^{\circ}55'18''W$  and 94.37 feet distant; thence continuing along the Proposed State  
278 Highway Layout Line by a bearing  $N02^{\circ}05'32''W$  and 189.44 feet distant to the point of  
279 beginning; containing about 122,822 square feet; and

280 (d) Parcel 9-CR-4: a parcel of land now owned by the Commonwealth of Massachusetts,  
281 located on the northerly side of the October 10, 1933 State Highway Layout (Layout No. 3049)  
282 of the Concord Turnpike (Route 2) and shown on the plan and bounded as follows: beginning at  
283 a point offset to the state baseline at station 11+68.28 and 100.85 feet distant right; thence to a  
284 point by a bearing  $N24^{\circ}52'46''W$  and 214.61 feet distant; thence to a point by a bearing  
285  $N66^{\circ}59'19''E$  and 273.68 feet distant to land now or formerly owned by John H. Crosby and  
286 Gayle M. Crosby; thence continuing along land now or formerly owned by John H. Crosby and  
287 Gayle M. Crosby to a point by a bearing  $N41^{\circ}34'37''W$  and 36 feet more or less distant; thence  
288 to a point by a bearing  $N21^{\circ}55'07''W$  and 64 feet more or less distant; thence to a point by a

289 bearing N00°19'03"E and 132 feet more or less distant on the Cambridge Turnpike Layout Line;  
290 thence continuing along the Cambridge Turnpike Layout Line to a point by a bearing  
291 N76°14'47"W and 50 feet more or less distant on land now or formerly owned by John H.  
292 Crosby; thence continuing along land now or formerly owned by John H. Crosby to a point by a  
293 bearing S11°50'15"W and 200 feet more or less distant; thence to a point by a bearing  
294 S71°25'20"W and 165 feet more or less distant; thence to a point by a bearing N80°18'07"W  
295 and 103 feet more or less distant; thence along land now or formerly owned by John H. Crosby  
296 and Rosalie K. Crosby to a point by a bearing N80°15'20"W and 323 feet more or less distant;  
297 thence continuing along a variable line of land now or formerly owned by John H. Crosby and  
298 Rosalie K. Crosby a distance of 393 feet more or less to a point on land now or formerly owned  
299 by the Town of Concord; thence continuing southerly along land now or formerly owned by the  
300 Town of Concord to a point by a bearing S47°25'33"E and 276 feet more or less distant; thence  
301 continuing along land now or formerly owned by the Town of Concord (Conservation) to a point  
302 by a bearing S45°40'50" E and 197 feet more or less distant; thence to a point by a bearing  
303 N65°07'14"E and 370.87 feet distant; thence to a point by a bearing S24°52'46"E and 59.48 feet  
304 distant; thence by a bearing N65°07'14"E and 114.14 feet distant to the point of beginning;  
305 containing 273,118 square feet.

306 SECTION 5. To ensure a no-net loss of lands protected for natural resource purposes for  
307 land diverted from conservation use to a highway use under section 2, the parcels of land of the  
308 commonwealth as described in section 6 that are currently under the Massachusetts Department  
309 of Transportation's care, custody and control, shall divert from a highway purpose to a  
310 conservation purpose upon the completion of the construction of the Route 2, Crosby's Corner  
311 Interchange Safety Improvements project in the towns of Lincoln and Concord. The department

312 shall convey to the town of Lincoln within 4 months of the completion of said project, all of the  
313 parcels as described in section 6, provided, that the parcels shall be conveyed with the restriction  
314 that such land be used only for conservation purposes and shall be held under the jurisdiction of  
315 the Conservation Commission or equivalent conservation body of the town; and provided  
316 further, the parcels conveyed shall be delivered free of contaminants, construction materials and  
317 all debris. The conveyance of said parcels by the department shall not be subject to sections 40E  
318 through 40J, inclusive, of chapter 7 of the General Laws or said chapter 7 as referred to in  
319 subsection (a) of section 44 of chapter 6C of the General Laws.

320 SECTION 6. The parcels to be conveyed to the town of Lincoln are shown on a plan  
321 comprised of 2 sheets, entitled “The Commonwealth of Massachusetts Plan of Land in the Town  
322 of Lincoln Middlesex County Proposed Conservation Land”, (Project File No. 602984). This  
323 plan shall be kept on file with the chief engineer of the highway division of the Massachusetts  
324 Department of Transportation. The parcels referred to in section 5 shall include:

325 (a) Parcel 7-CR-1: a parcel of land now owned by the Commonwealth of Massachusetts,  
326 located on the northerly side of the January 17, 1933 State Highway Layout (Layout No. 2970)  
327 of the Cambridge Turnpike (Route 2) and shown on the plan and bounded as follows: beginning  
328 at a point offset to the state baseline at station 155+42.23 and 309.14 feet distant right on the  
329 Proposed State Highway Layout Line (Layout No. 7963); thence northeasterly along land now or  
330 formerly owned by Gregory L. Samarjian and Ann M. Samarjian to a point by a bearing  
331 N69°50’31”E and 241.48 feet distant on land now or formerly owned by William R. Cummings  
332 and Palma M. Cummings Trustees, thence along land now or formerly owned by William R.  
333 Cummings and Palma M. Cummings Trustees to a point by a bearing S22°47’34”E and 90.30  
334 feet distant; thence continuing along the same property line to a point by a bearing S24°47’06”E

335 and 67.26 feet distant; thence along land now or formerly owned by the Commonwealth of  
336 Massachusetts to a point by a bearing  $N85^{\circ}47'44''W$  and 249.27 feet distant; thence continuing  
337 along land now or formerly owned by the Commonwealth of Massachusetts to a point by a  
338 bearing  $S46^{\circ}00'28''W$  and 5.99 feet distant on the aforesaid Proposed State Highway Layout  
339 Line; thence continuing northwesterly along the Proposed State Highway Layout Line by a  
340 bearing  $N38^{\circ}11'16''W$  and 59.77 feet distant to the point of beginning; containing 24,004 square  
341 feet;

342 (b) Parcel 7-CR-2: a parcel of land now owned by the Commonwealth of Massachusetts,  
343 located on the northerly side of the January 17, 1933 State Highway Layout (Layout No. 2970)  
344 of the Cambridge Turnpike (Route 2) and shown on the plan and bounded as follows: beginning  
345 at a point offset to the state baseline at station 154+86.00 and 288.89 feet distant right on the  
346 Proposed State Highway Layout Line (Layout No. 7963); thence northwesterly along land now  
347 or formerly owned by the Commonwealth of Massachusetts to a point by a bearing  $N46^{\circ}00'28''E$   
348 and 5.99 feet distant; thence continuing along land now or formerly owned by the  
349 Commonwealth of Massachusetts to a point by a bearing  $S85^{\circ}47'44''E$  and 249.27 feet distant on  
350 land now or formerly owned by William R. Cummings and Palma M. Cummings Trustees,  
351 thence along land now or formerly owned by William R. Cummings and Palma M. Cummings  
352 Trustees to a point by a bearing  $S32^{\circ}12'47''E$  and 65.77 feet distant; thence along land now or  
353 formerly owned by the Commonwealth of Massachusetts to a point by a bearing  $S46^{\circ}00'28''W$   
354 and 257.97 feet distant on the Proposed State Highway Layout Line (Layout No. 7963); thence  
355 northwesterly along aforesaid Proposed State Highway Layout Line to a point by a bearing  
356  $N56^{\circ}20'17''W$  and 5.87 feet distant; thence continuing along the Proposed State Highway  
357 Layout Line to a point by a radius of 1590.43 feet to the left and 51.41 feet distant offset to the

358 state baseline at station 153+24.51, 132.91 feet distant left; thence continuing along the Proposed  
359 State Highway Layout Line to a point by a bearing N09°45'12"W and 193.30 feet distant; thence  
360 by a bearing N38°11'16"W and 34.81 feet distant to the point of beginning; containing 42,406  
361 square feet. Parcel 7-CR-2 will be subject to the permanent slope easement shown on the plan as  
362 Parcel 7-S-1 consisting of the right to enter upon said land at any time to construct thereon slopes  
363 of excavation and embankment and to maintain the slopes. Parcel 7-S-1 is bounded as follows:  
364 beginning at a point offset to the state baseline at station 152+67.24 and 132.06 feet distant right  
365 on the Proposed State Highway Layout Line (Layout No. 7963); thence northwesterly along  
366 aforesaid Proposed State Highway Layout Line to a point by a bearing N56°20'17"W and 5.87  
367 feet distant; thence continuing along the Proposed State Highway Layout Line to a point by a  
368 radius of 1590.43 feet to the left and 51.41 feet distant offset to the state baseline at station  
369 153+24.51, 132.91 feet distant left; thence continuing along the Proposed State Highway Layout  
370 Line to a point by a bearing N09°45'12"W and 55.00 feet distant; thence to a point by a bearing  
371 S53°45'19"E and 102.73 feet distant on land now or formerly owned by the Commonwealth of  
372 Massachusetts; thence along land now or formerly owned by the Commonwealth of  
373 Massachusetts by a bearing S46°00'28"W and 35.34 feet distant to the point of beginning;  
374 containing 2,948 square feet;

375 (c) Parcel 7-CR-3: a parcel of land now or formerly owned by the Commonwealth of  
376 Massachusetts, located on the northerly side of the January 17, 1933 State Highway Layout  
377 (Layout No. 2970) of the Cambridge Turnpike (Route 2) and shown on the plan and bounded as  
378 follows: beginning at a point offset to the state baseline at station 152+67.24 and 132.06 feet  
379 distant right on the Proposed State Highway Layout Line (Layout No. 7963); thence  
380 northeasterly along land now or formerly owned by the Commonwealth of Massachusetts to a

381 point by a bearing  $N46^{\circ}00'28''E$  and 257.97 feet distant; thence along land now or formerly  
382 owned by William R. Cummings and Palma M. Cummings Trustees and land now or formerly  
383 owned by Lincoln Land Conservation Trust to a point by a bearing  $N47^{\circ}24'33''E$  and 416.99 feet  
384 distant; thence continuing along land now or formerly owned by the Lincoln Land Conservation  
385 Trust to a point by a bearing  $S36^{\circ}54'16''E$  and 100.00 feet distant; thence along land now or  
386 formerly owned by the Commonwealth of Massachusetts to a point by a bearing  $S46^{\circ}59'27''W$   
387 and 641.06 feet distant on the Proposed State Highway Layout Line (Layout No. 7963); thence  
388 northwesterly along aforesaid Proposed State Highway Layout Line by a bearing  $N56^{\circ}20'17''W$   
389 and 100.76 feet distant to the point of beginning; containing 66,292 square feet. Parcel 7-CR-3  
390 will be subject to the permanent slope easement shown on the plan as Parcel 7-S-2 consisting of  
391 the right to enter upon said land at any time to construct thereon slopes of excavation and  
392 embankment and to maintain the slopes. Parcel 7-S-2 is bounded as follows: beginning at a  
393 point offset to the state baseline at station 152+67.24 and 132.06 feet distant right on the  
394 Proposed State Highway Layout Line (Layout No. 7963); thence northeasterly along land now or  
395 formerly owned by the Commonwealth of Massachusetts to a point by a bearing  $N46^{\circ}00'28''E$   
396 and 35.34 feet distant; thence to a point by a bearing  $S53^{\circ}45'19''E$  and 100.42 feet distant on  
397 land now or formerly owned by the Commonwealth of Massachusetts; thence along land now or  
398 formerly owned by the Commonwealth of Massachusetts to a point by a bearing  $S46^{\circ}59'27''W$   
399 and 30.83 feet distant on the Proposed State Highway Layout Line (Layout No. 7963); thence  
400 northwesterly along aforesaid Proposed State Highway Layout Line by a bearing  $N56^{\circ}20'17''W$   
401 and 100.76 feet distant to the point of beginning; containing 3,260 square feet;

402 (d) Parcel 7-CR-4: a parcel of land now or formerly owned by the Commonwealth of  
403 Massachusetts, located on the northerly side of the January 17, 1933 State Highway Layout

404 (Layout No. 2970) of the Cambridge Turnpike (Route 2) and shown on the plan and bounded as  
405 follows: beginning at a point offset to the state baseline at station 151+66.52 and 129.15 feet  
406 distant right on the Proposed State Highway Layout Line (Layout No. 7963); thence  
407 northeasterly along land now or formerly owned by the Commonwealth of Massachusetts to a  
408 point by a bearing  $N46^{\circ}59'27''E$  and 641.06 feet distant on land now or formerly owned by the  
409 Lincoln Land Conservation Trust; thence along the land now or formerly owned by the Lincoln  
410 Land Conservation Trust to a point by a bearing  $S36^{\circ}47'26''E$  and 89.88 feet distant; thence  
411 along land now or formerly owned by the Commonwealth of Massachusetts to a point by a  
412 bearing  $S47^{\circ}11'27''W$  and 610.67 feet distant on the Proposed State Highway Layout Line  
413 (Layout No. 7963); thence northwesterly along aforesaid Proposed State Highway Layout Line  
414 by a bearing  $N56^{\circ}20'17''W$  and 89.63 feet distant to the point of beginning; containing 55,247  
415 square feet. Parcel 7-CR-4 will be subject to the permanent slope easement shown on the plan as  
416 Parcel 7-S-3 consisting of the right to enter upon said land at any time to construct thereon slopes  
417 of excavation and embankment and to maintain the slopes. Parcel 7-S-3 is bounded as follows:  
418 beginning at a point offset to the state baseline at station 151+66.52 and 129.15 feet distant right  
419 on the Proposed State Highway Layout Line (Layout No. 7963); thence northeasterly along land  
420 now or formerly owned by the Commonwealth of Massachusetts to a point by a bearing  
421  $N46^{\circ}59'27''E$  and 30.83 feet distant; thence to a point by a bearing  $S56^{\circ}20'17''E$  and 89.74 feet  
422 distant on land now or formerly owned by the Commonwealth of Massachusetts; thence along  
423 land now or formerly owned by the Commonwealth of Massachusetts to a point by a bearing  
424  $S47^{\circ}11'27''W$  and 30.86 feet distant on the Proposed State Highway Layout Line (Layout No.  
425 7963); thence northwesterly along aforesaid Proposed State Highway Layout Line by a bearing  
426  $N56^{\circ}20'17''W$  and 89.63 feet distant to the point of beginning; containing 2,691 square feet;

427 (e) Parcel 7-CR-5: a parcel of land now or formerly owned by the Commonwealth of  
428 Massachusetts, located on the northerly side of the January 17, 1933 State Highway Layout  
429 (Layout No. 2970) of the Cambridge Turnpike (Route 2) and shown on the plan and bounded as  
430 follows: beginning at a point offset to the state baseline at station 150+76.92 and 126.56 feet  
431 distant right on the Proposed State Highway Layout Line (Layout No. 7963); thence  
432 northeasterly along land now or formerly owned by the Commonwealth of Massachusetts to a  
433 point by a bearing  $N47^{\circ}11'27''E$  and 610.67 feet distant on land now or formerly owned by the  
434 Lincoln Land Conservation Trust; thence along the land now or formerly owned by the Lincoln  
435 Land Conservation Trust to a point by a bearing  $S26^{\circ}59'57''E$  and 30.86 feet distant; thence  
436 along land now or formerly owned by the Commonwealth of Massachusetts to a point by a  
437 bearing  $S39^{\circ}51'17''W$  and 444.17 feet distant; thence continuing along land now or formerly  
438 owned by the Commonwealth of Massachusetts to a point by a bearing  $N57^{\circ}59'33''W$  and 39.00  
439 feet distant; thence continuing along land now or formerly owned by the Commonwealth of  
440 Massachusetts to a point by a bearing  $S32^{\circ}00'27''W$  and 135.94 feet distant on the Proposed  
441 State Highway Layout Line (Layout No. 7963); thence northwesterly along aforesaid Proposed  
442 State Highway Layout Line by a bearing  $N56^{\circ}20'17''W$  and 86.79 feet distant to the point of  
443 beginning; containing 35,983 square feet. Parcel 7-CR-5 will be subject to the permanent slope  
444 easement shown on the plan as Parcel 7-S-4 consisting of the right to enter upon said land at any  
445 time to construct thereon slopes of excavation and embankment and to maintain the slopes.  
446 Parcel 7-S-4 is bounded as follows: beginning at a point offset to the state baseline at station  
447 150+76.92 and 126.56 feet distant right on the Proposed State Highway Layout Line (Layout No.  
448 7963); thence northeasterly along land now or formerly owned by the Commonwealth of  
449 Massachusetts to a point by a bearing  $N47^{\circ}11'27''E$  and 30.86 feet distant; thence to a point by a

450 bearing S56°20'17"E and 78.70 feet distant on land now or formerly owned by the  
451 Commonwealth of Massachusetts; thence continuing along land now or formerly owned by the  
452 Commonwealth of Massachusetts to a point by a bearing S32°00'27"W and 30.01 feet distant on  
453 the Proposed State Highway Layout Line (Layout No. 7963); thence northwesterly along  
454 aforesaid Proposed State Highway Layout Line by a bearing N56°20'17"W and 86.79 feet  
455 distant to the point of beginning; containing 2,482 square feet.

456 (f) Parcel 7-CR-6: a parcel of land now or formerly owned by the Commonwealth of  
457 Massachusetts, located on the northerly side of the January 17, 1933 State Highway Layout  
458 (Layout No. 2970) of the Cambridge Turnpike (Route 2) and shown on the plan and bounded as  
459 follows: beginning at a point offset to the state baseline at station 149+90.17 and 124.05 feet  
460 distant right on the Proposed State Highway Layout Line (Layout No. 7963); thence  
461 northeasterly along land now or formerly owned by the Commonwealth of Massachusetts to a  
462 point by a bearing N32°00'27"E and 135.94 feet distant; thence continuing along the land now  
463 or formerly owned the Commonwealth of Massachusetts to a point by a bearing S57°59'33"E  
464 and 39.00 feet distant; thence continuing along the land now or formerly owned by the  
465 Commonwealth of Massachusetts to a point by a bearing N39°51'17"E and 444.17 feet distant;  
466 thence along the land now or formerly owned by the Lincoln Land Conservation Trust to a point  
467 by a bearing S36°20'25"E and 318.33 feet distant; thence along land now or formerly owned by  
468 the Commonwealth of Massachusetts to a point by a bearing S34°23'12"W and 470.02 feet  
469 distant on the Proposed State Highway Layout Line (Layout No. 7963); thence northwesterly  
470 along aforesaid Proposed State Highway Layout Line to a point by a bearing N56°03'36"W and  
471 50.22 feet distant; thence continuing along aforesaid Proposed State Highway Layout Line by a  
472 bearing N56°20'17"W and 325.95 feet distant to the point of beginning; containing 177,607

473 square feet. Parcel 7-CR-6 will be subject to the permanent slope easement shown on the plan as  
474 Parcel 7-S-5 consisting of the right to enter upon said land at any time to construct thereon slopes  
475 of excavation and embankment and to maintain the slopes. Parcel 7-S-5 is bounded as follows:  
476 beginning at a point offset to the state baseline at station 149+90.17 and 124.05 feet distant right  
477 on the Proposed State Highway Layout Line (Layout No. 7963); thence northeasterly along land  
478 now or formerly owned by the Commonwealth of Massachusetts to a point by a bearing  
479 N32°00'27"E and 30.01 feet distant; thence to a point by a bearing S56°20'17"E and 298.43 feet  
480 distant; thence to a point by a bearing S45°58'37"E and 80.12 feet distant on land now or  
481 formerly owned by the Commonwealth of Massachusetts; thence continuing along land now or  
482 formerly owned by the Commonwealth of Massachusetts to a point by a bearing S34°23'12"W  
483 and 15.84 feet distant on the Proposed State Highway Layout Line (Layout No. 7963); thence  
484 northwesterly along aforesaid Proposed State Highway Layout Line to a point by a bearing  
485 N56°03'36"W and 50.22 feet distant; thence continuing along aforesaid Proposed State Highway  
486 Layout Line by a bearing N56°20'17"W and 325.95 feet distant to the point of beginning;  
487 containing 10,754 square feet;

488 (g) Parcel 7-CR-7: a parcel of land now or formerly owned by the Commonwealth of  
489 Massachusetts, located on the northerly side of the January 17, 1933 State Highway Layout  
490 (Layout No. 2970) of the Cambridge Turnpike (Route 2) and shown on the plan and bounded as  
491 follows: beginning at a point offset to the state baseline at station 146+11.06 and 111.84 feet  
492 distant right on the Proposed State Highway Layout Line (Layout No. 7963); thence  
493 northeasterly along land now or formerly owned by the Commonwealth of Massachusetts to a  
494 point by a bearing N34°23'12"E and 470.02 feet distant on land now or formerly owned by the  
495 Lincoln Land Conservation Trust; thence along the land now or formerly owned by the Lincoln

496 Land Conservation Trust to a point by a bearing  $S36^{\circ}35'56''E$  and 90.00 feet distant; thence  
497 along land now or formerly owned by the Commonwealth of Massachusetts to a point by a  
498 bearing  $S33^{\circ}51'17''W$  and 440.02 feet distant on the Proposed State Highway Layout Line  
499 (Layout No. 7963); thence continuing along aforesaid Proposed State Highway Layout Line by a  
500 bearing  $N56^{\circ}03'36''W$  and 89.18 feet distant to the point of beginning; containing 39,617 square  
501 feet. Parcel 7-CR-7 will be subject to the permanent slope easement shown on the plan as Parcel  
502 7-S-6 consisting of the right to enter upon said land at any time to construct thereon slopes of  
503 excavation and embankment and to maintain the slopes. Parcel 7-S-6 is bounded as follows:  
504 beginning at a point offset to the state baseline at station 146+11.06 and 111.84 feet distant right  
505 on the Proposed State Highway Layout Line (Layout No. 7963); thence northeasterly along land  
506 now or formerly owned by the Commonwealth of Massachusetts to a point by a bearing  
507  $N34^{\circ}23'12''E$  and 15.84 feet distant; thence to a point by a bearing  $S45^{\circ}58'37''E$  and 90.45 feet  
508 distant on the Proposed State Highway Layout Line (Layout No. 7963); thence northwesterly  
509 along aforesaid Proposed State Highway Layout Line to a point by a bearing  $N56^{\circ}03'36''W$  and  
510 89.18 feet distant to the point of beginning; containing 1,679 square feet;

511 (h) Parcel 7-CR-8: a parcel of land now owned by the Commonwealth of Massachusetts,  
512 located on the northerly side of the January 17, 1933 State Highway Layout (Layout No. 2970)  
513 of the Cambridge Turnpike (Route 2) and shown on the plan and bounded as follows: beginning  
514 at a point offset to the state baseline at station 145+18.81 and 105.00 feet distant right on the  
515 Proposed State Highway Layout Line (Layout No. 7963); thence northeasterly along land now or  
516 formerly owned by the Commonwealth of Massachusetts to a point by a bearing  $N33^{\circ}51'17''E$   
517 and 440.02 feet distant on land now or formerly owned by the Lincoln Land Conservation Trust;  
518 thence along the land now or formerly owned by the Lincoln Land Conservation Trust to a point

519 by a bearing  $S36^{\circ}35'56''E$  and 110.29 feet distant; thence along land now or formerly owned by  
520 Daniel C. Boynton and Janet K. Boynton to a point by a bearing  $S33^{\circ}09'32''W$  and 403.31 feet  
521 distant on the Proposed State Highway Layout Line (Layout No. 7963); thence northwesterly  
522 along aforesaid Proposed State Highway Layout Line by a bearing  $N56^{\circ}03'36''W$  and 108.83  
523 feet distant to the point of beginning; containing 44,811 square feet. Parcel 7-CR-8 will be  
524 subject to the permanent drainage easement shown on the plan as Parcel 7-D-12-T consisting of  
525 the right to enter upon said land at any time to construct thereon slopes of excavation and  
526 embankment and to maintain the structures and slopes. Parcel 7-D-12-T is bounded as follows:  
527 beginning at a point offset to the state baseline at station 144+71.82 and 100.45 feet distant right  
528 on the Proposed State Highway Layout Line (Layout No. 7963); thence northeasterly to a point  
529 by a bearing  $N33^{\circ}56'24''E$  and 42.65 feet distant; thence to a point by a bearing  $S56^{\circ}03'36''E$   
530 and 39.37 feet distant; thence to a point by a bearing  $S33^{\circ}56'24''W$  and 42.65 feet distant on the  
531 Proposed State Highway Layout Line (Layout No. 7963); thence northwesterly along aforesaid  
532 Proposed State Highway Layout Line by a bearing  $N56^{\circ}03'36''W$  and 39.37 feet distant to the  
533 point of beginning; containing 1,679 square feet; and

534 (i) Parcel 7-CR-9: a parcel of land now owned by the Commonwealth of Massachusetts,  
535 located on the southerly side of the January 17, 1933 State Highway Layout (Layout No. 2970)  
536 of the Cambridge Turnpike (Route 2) and shown on the plan and bounded as follows: beginning  
537 at a point offset to the state baseline at station 120+93.82 and 75.39 feet distant left; thence  
538 southwesterly along land now or formerly owned by the Cassidy Family Realty Trust to a point  
539 by a bearing  $S6^{\circ}52'44''W$  and 39.18 feet distant; thence to a point by bearing  $S59^{\circ}49'59''W$  and  
540 20.00 feet distant; thence to a point by bearing  $S48^{\circ}13'47''W$  and 30.00 feet distant; thence to a  
541 point by bearing  $S02^{\circ}57'43''E$  and 57.00 feet distant; thence southwesterly along land now or

542 formerly owned by Hsu Bo Yee Leung Trust to a point by a bearing  $S19^{\circ}50'03''W$  and 11.23  
543 feet distant; thence to a point by bearing  $S60^{\circ}19'40''W$  and 27.63 feet distant; thence to a point  
544 by bearing  $S79^{\circ}00'15''W$  and 48.60 feet distant; thence to a point by bearing  $S89^{\circ}23'35''W$  and  
545 17.93 feet distant; thence to a point by bearing  $N51^{\circ}59'20''W$  and 11.85 feet distant; thence  
546 northeasterly along land now or formerly owned by the Town of Lincoln to a point by a bearing  
547  $N06^{\circ}09'10''E$  and 21.27 feet distant; thence to a point by bearing  $N17^{\circ}24'56''W$  and 90.60 feet  
548 distant; thence northwesterly along land now or formerly owned by Duong T. Tan and Karen K.  
549 Tan to a point by a bearing  $N11^{\circ}58'30''W$  and 80.03 feet distant; thence to a point by bearing  
550  $N35^{\circ}54'30''E$  and 20.00 feet distant; thence to a point by bearing  $S70^{\circ}30'40''E$  and 70.00 feet  
551 distant on the Proposed Town Layout Line; thence continuing along the Proposed Town Layout  
552 Line to a point by a bearing  $S59^{\circ}41'50''E$  and 32.45 feet distant; thence continuing along the  
553 Proposed Town Layout Line to a point by bearing  $N29^{\circ}57'33''E$  and 20.00 feet distant; thence  
554 continuing along the aforesaid Proposed Layout on a radius of 9.84 feet to the right and 15.26  
555 feet distant; thence continuing along the aforesaid Proposed Layout by a bearing  $S61^{\circ}12'43''E$   
556 and 64.64 feet distant to the point of beginning; containing 24,671 square feet.