

SENATE No. 2022

The Commonwealth of Massachusetts

In the Year Two Thousand Eleven

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°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°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°40'50"W and 46.30 feet distant;
43 thence to a point by a bearing S65°07'14"W and 294.78 feet distant; thence by a bearing
44 S18°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°14'15"E and 71.65 feet distant; thence to a point by a bearing N65°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°40'50"W and 13.66 feet distant; thence to a point by a bearing
59 S66°07'11"W and 286.81 feet distant; thence to a point by a bearing S18°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°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°58'43"E
142 and 205.87feet distant; thence to a point by bearing N31°01'17"E and 36.09 feet distant; thence
143 to a point by bearing N58°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°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°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°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°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°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°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°00'28"E
396 and 35.34 feet distant; thence to a point by a bearing S53°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°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°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°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°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°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°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°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°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°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.