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

12 Massachusetts Department of Transportation. The Massachusetts Department of Transportation  
13 may acquire:

14 (a) Parcel 9-8 for highway widening purposes. Parcel 9-8 is a parcel of land now or formerly  
15 owned by town of Concord, held for conservation purposes, adjoining the northerly location line  
16 of the October 10, 1933 State Highway Layout (Layout No. 3049) of the Concord Turnpike  
17 (Route 2) and shown on the plan, , and bounded as follows: beginning at a point offset to the  
18 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, drainage pipe  
29 and outlet, treatment swale, perform slope work and other incidental work in connection with  
30 those uses and consisting of the right to enter upon the parcel at any time to construct slopes of  
31 excavation and embankment and to maintain the structures and slopes. Parcel 9-D-1 is a parcel  
32 of land now or formerly owned by town of Concord and held for conservation purposes,  
33 adjoining the northerly location line of the October 10, 1933 State Highway Layout (Layout No.  
34 3049) of the Concord Turnpike (Route 2) and shown on the plan, and bounded as follows:

35 beginning at a point offset to the state baseline at station 19+75.00 and 50.00 feet distant right on  
36 the aforesaid October 10, 1933 State Highway Layout Line; thence northeasterly along said  
37 October 10, 1933 State Highway Layout Line to a point by a bearing N65°07'14"E and 220.54  
38 feet distant on the aforesaid Proposed State Layout Line (Layout No. 7964); thence along the  
39 Proposed State Layout Line (Layout No. 7964) to a point by a radius of 3927.12 feet to the right  
40 and 106.24 feet distant; thence along the aforesaid Proposed Layout by a bearing N60°50'08"E  
41 and 33.72 feet distant; thence northwesterly by land now or formerly of the Commonwealth of  
42 Massachusetts to a point by a bearing N45°40'50"W and 46.30 feet distant; thence to a point by  
43 a bearing S65°07'14"W and 294.78 feet distant; thence by a bearing S18°14'15"W and 71.65  
44 feet distant to the point of beginning; containing about 16,623 square feet.

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

58 286.81 feet distant; thence to a point by a bearing  $S18^{\circ}14'15''W$  and 62.62 feet distant; thence to  
59 a point by a bearing  $S69^{\circ}19'27''W$  and 133.13 feet distant; thence to a point by a bearing  
60  $S61^{\circ}54'08''W$  and 175.98 feet distant on the aforesaid 1966 State Highway Layout Line (Layout  
61 No. 5637); thence southwesterly along said 1966 State Highway Layout Line by a bearing  
62  $S85^{\circ}57'19''W$  and 11.93 distant; thence along said 1966 State Highway Layout Line by a  
63 bearing  $N69^{\circ}05'35''E$  and 288.69 distant to the point of beginning; containing about 10,868  
64 square feet.

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

74 (a) Parcel 7-15-T to construct a service road and slope embankments. Parcel 7-15-T is a parcel  
75 of land now or formerly owned by town of Lincoln, adjoining the southerly location line of the  
76 January 17, 1933 State Highway Layout (Layout No. 2970) of the Cambridge Turnpike (Route  
77 2) and shown on the plan beginning at a point offset to the state baseline at station 108+26.61  
78 and 50.00 feet distant left on the aforesaid January 17, 1933 State Highway Layout Line; thence  
79 along said January 17, 1933 State Highway Layout Line to a point by a radius of 6530.00 feet  
80 and 13.47 feet distant; thence continuing along aforesaid Layout Line to a point by a bearing

81 N58°58'43"W and 249.58 feet distant; thence southwesterly by land now or formerly of Bruce  
82 Repko and Kathleen K. Brillhart to a point by a bearing S37°31'17"W and 20.41 feet distant to  
83 the Proposed Town Layout Line (Layout No. 7963); thence continuing along aforesaid Proposed  
84 Town Layout on a radius of 1617.43 feet to the right and 38.94 feet distant; thence continuing  
85 along aforesaid Proposed Town Layout to a point by a bearing S33°15'18"W and 3.27 feet  
86 distant; thence continuing along aforesaid Proposed Town Layout to a point by a bearing  
87 S56°44'42"E and 62.35 feet distant; thence continuing along aforesaid Proposed Town Layout  
88 on a radius of 1666.65 feet to the left and 64.97 feet distant; thence continuing along aforesaid  
89 Proposed Town Layout to a point by a bearing S58°58'43"E and 85.85 feet distant; thence  
90 continuing along aforesaid Proposed Town Layout to a point on the property line of land now or  
91 formerly of John P. Neri and Ingrid Neri on a radius of 6520.20 feet to the right and 54.73 feet  
92 distant; thence northwesterly by land now or formerly of John P. Neri and Ingrid Neri along a  
93 bearing N24°13'44"W and 27.43 feet distant to the point of beginning; containing about 7,623  
94 square feet.

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

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

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

127 point on land now or formerly owned by John P. Neri and Ingrid Neri by a bearing  $S58^{\circ}58'43''E$   
128 and 52.73 feet distant; thence northerly by land now or formerly of John P. Neri and Ingrid Neri  
129 by a bearing  $N24^{\circ}13'44''W$  and 27.43 feet distant to the point of beginning; containing about  
130 42,317 square feet.

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

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

150 2970) of the Cambridge Turnpike (Route 2) and shown on the plan and bounded as follows:  
151 beginning at a point offset to the state baseline at station 117+95.15 and 50.00 feet distant right  
152 on the aforesaid January 17, 1933 State Highway Layout Line; thence southeasterly along  
153 aforesaid January 17, 1933 State Highway Layout Line to a point by a bearing S58°58'43"E and  
154 645.00 feet distant; thence to a point by bearing N31°01'17"E and 73.00 feet distant; thence to a  
155 point by bearing N58°58'43"W and 645.00 feet distant; thence by bearing S31°01'17"W and  
156 73.00 feet distant to the point of beginning; containing about 47,085 square feet.

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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



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