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2021 SEP -2 P 2: 52

CITY OF AMESBURY, MA

CITY OF AMESBURY
IN THE YEAR TWO THOUSAND TWENTY-ONE

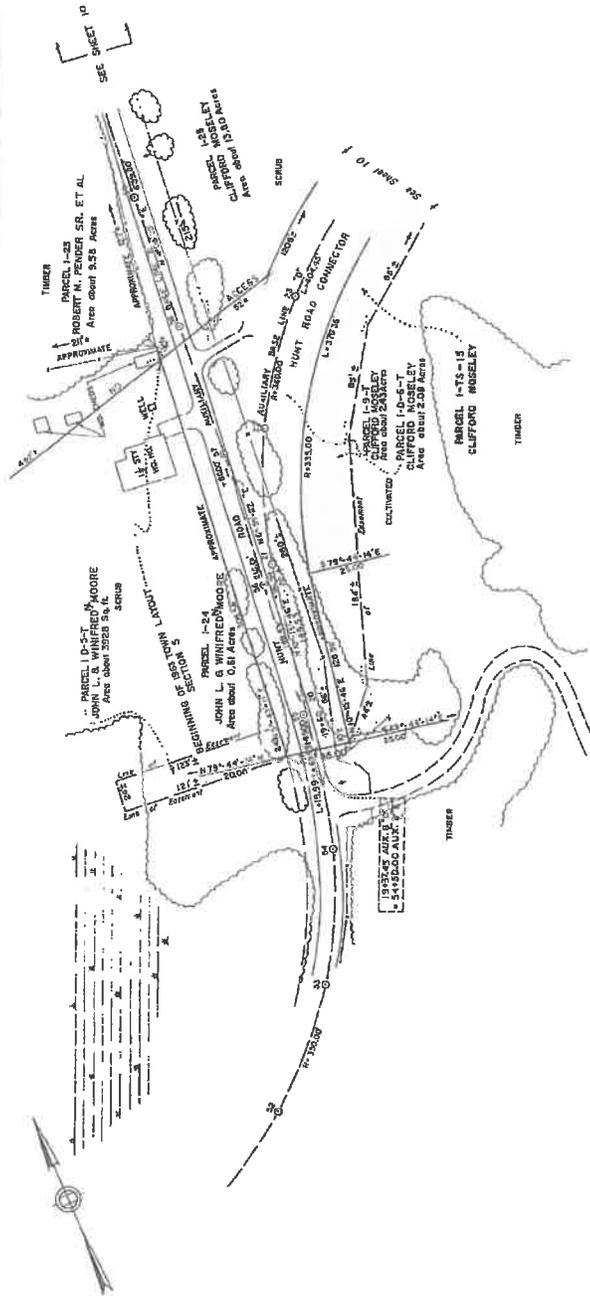
SPONSORED BY: *Kassandra Gove* **BILL No. 2021-125**
Kassandra Gove, Mayor

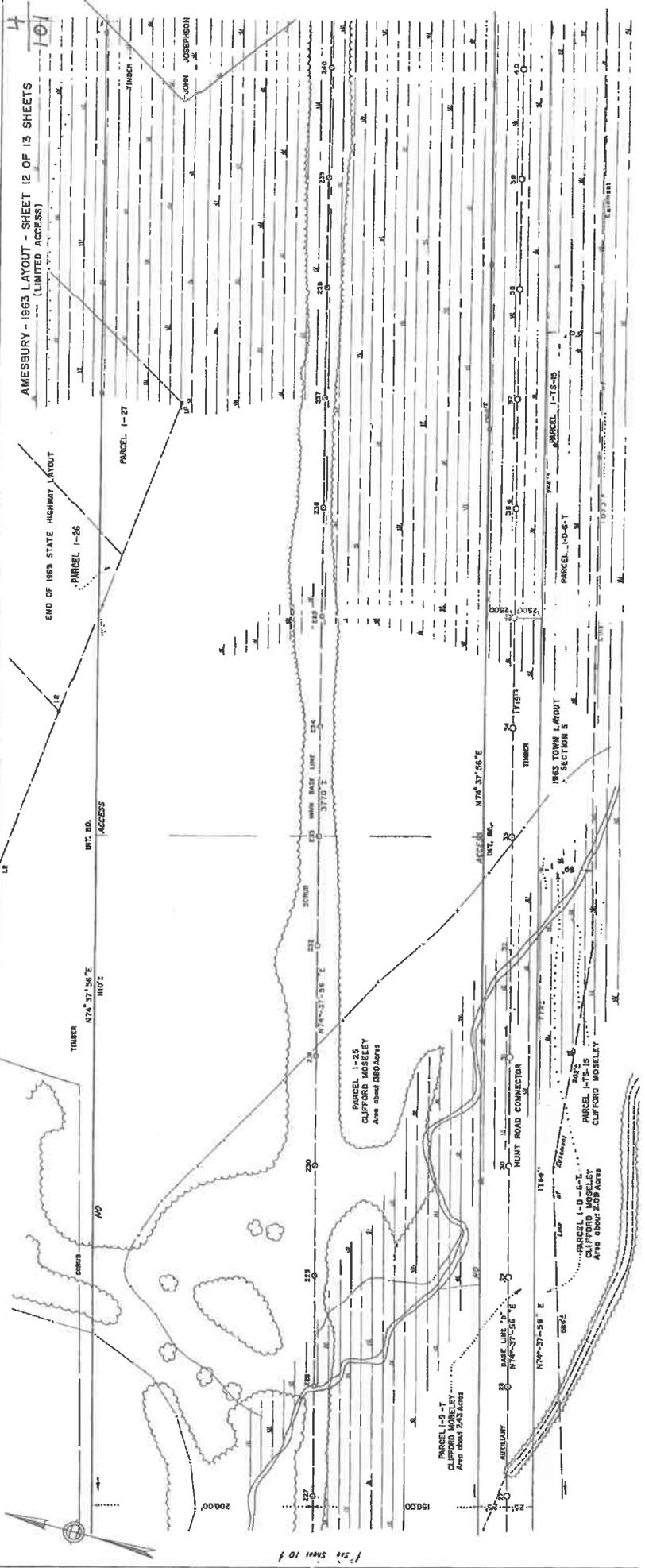
An Order to authorize the Mayor to release a Drainage Easement located at 12-14 South Hunt Road.

Summary: The property located at 12-14 South Hunt Road is subject to a drainage easement which is described as Parcel 1-D-6-T in a taking by the Department of Public Works acting on behalf of the Commonwealth of Massachusetts. The taking is recorded in the Essex South District Registry of Deeds in Book 5116, Page 1. The Amesbury Department of Public Works has made a determination that the drainage easement is no longer needed. If the City Council adopts this Order, the Mayor would then execute the documents necessary to release the drainage easement so that it no longer burdens the property at 12-14 South Hunt Road.

Be it Ordered by the City Council of the City of Amesbury assembled, and by the authority of the same as follows:

That the City Council of the City of Amesbury hereby votes to (1) declare the drainage easement located at 12-14 South Hunt Road surplus; (2) release the drainage easement; and (3) authorize the Mayor to execute any and all documents reasonably necessary to release the drainage easement.





AMESBURY - 1963 LAYOUT - SHEET 12 OF 13 SHEETS
(LIMITED ACCESS)

END OF 1963 STATE HIGHWAY LAYOUT

PARCEL 1-26

PARCEL 1-27

JOHN JOSEPHSON

ACCESS

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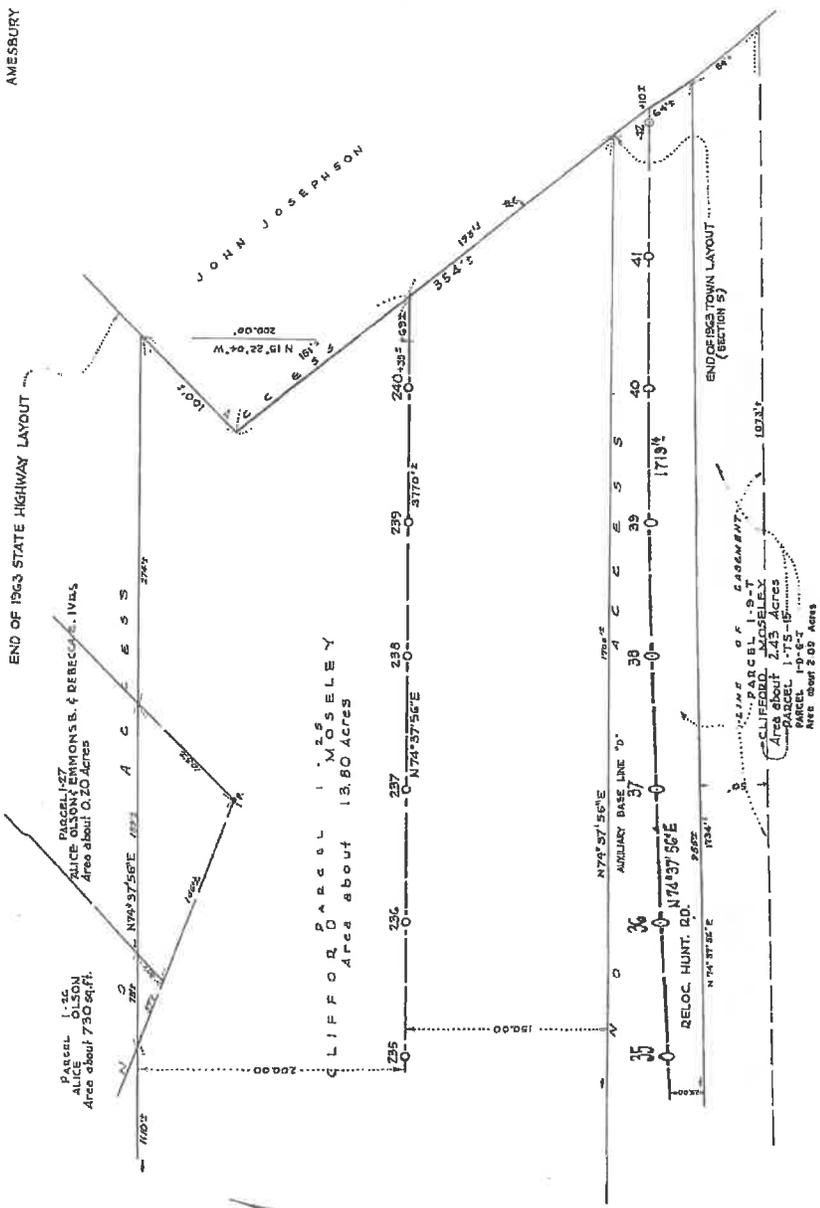
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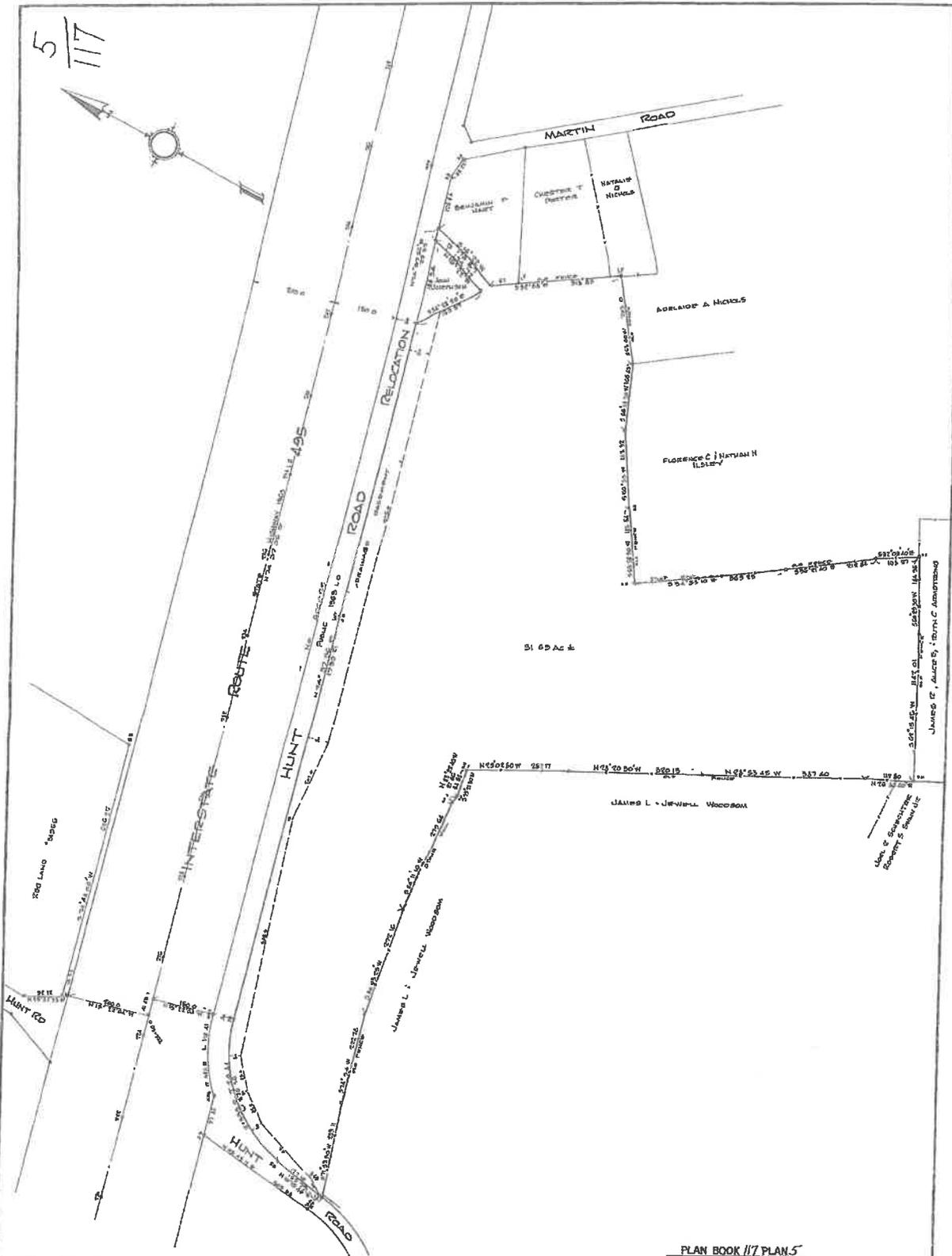
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END OF 1963 STATE HIGHWAY LAYOUT



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PLANNING BOARD APPROVAL
 OFFICIAL RECORDING
 MAY 1970
 PLANNING BOARD OF
 AMESBURY, MASS.

PLAN OF LAND IN
AMESBURY, MASS.
 OWNED BY
CLIFFORD & ALICE W. MOSELEY
 SCALE 1" = 100' APRIL 1970

PLAN BOOK 117 PLAN 5
 RECORD PROPERTY OF RECORD BOOK DIST
 AMESBURY, MASS.
 RECORDED - BOOK 3 - 1170
 OFFICIAL RECORDING
 AMESBURY, MASS. APRIL 1970
 REGISTERED
 CLIFFORD & ALICE W. MOSELEY



AMESBURY, MASS.
 10 WASHINGTON ST.
 HAVENHILL, MASS.

See
B. 5120
P. 497

& Plans
See PL.B.101.
Pl.4

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 5377
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on February 4, 1959, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of, as a limited access State highway, a road in the Town of Amesbury, County of Essex.

The layout consists of establishing a new State highway location with limited access provisions, for a portion of Interstate Route 495, beginning at the dividing line between the Towns of Merrimac and Amesbury, and extending easterly about 1.61 miles to the dividing line between land now or formerly of John Josephson and Clifford Moseley being more fully described as follows:

The main baseline of location for the State highway is that of a survey made by Engineers of the Department in 1958 and begins at a point on the dividing line between the Town of Merrimac and the Town of Amesbury, bearing south 19° 42' 47" east and 4149.70 feet distant from Town Corner-1, said point being shown on plan as station 155+91.24 and extends thence leaving said dividing line, easterly as shown on plan by a curve to the right of 8000.00 feet radius, 195.71 feet; thence north 85° 19' 15" east 2460.16 feet; thence by a curve to the left of 11,000.00 feet radius 2052.07

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feet to a point shown on plan as station 202+99.18 for the line back and as station 202+99.21 for the line ahead; thence north $74^{\circ} 37' 56''$ east about 3770 feet to a point at the end of this layout and on the dividing line between the land now or formerly of John Josephson and land now or formerly of Clifford Moseley shown on plan as about station 240+69.

The length of State highway hereby laid out is about 8478 feet.

An auxiliary baseline "A" for the proposed relocation for a portion of Middle Road, begins at a point in the existing roadway of said Middle Road at its intersection therewith with Pond Hills Road, shown on plan as station 16+69.71 and extends thence north-easterly as shown on plan, by a curve to the left of 825.00 feet radius, 99.26 feet; thence north $57^{\circ} 43' 16''$ east, 190.37 feet; thence by a curve to the left of 1,000.00 feet radius, 394.08 feet; thence north $35^{\circ} 08' 31''$ east, 543.90 feet; thence by a curve to the right of 800.00 feet radius, 662.97 feet; thence north $82^{\circ} 37' 26''$ east, 429.91 feet; thence by a curve to the left of 1,000.00 feet radius, 435.16 feet to a point of ending shown on plan as station 44+25.36, said station being identical with station 43+01.08 of auxiliary baseline "C" hereinafter described.

NOTE: Station 26+54.06 of auxiliary baseline "A" is identical with station 181+48.38 of the main baseline hereinbefore described.

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An auxiliary baseline "B" for Pond Hills Road Connector, so called, begins at a point in the existing roadway of Pond Hills Road, shown on plan as station 17+22.77, said point being identical with station 60+10.00 of auxiliary baseline "F" hereinafter described, and extends thence south $30^{\circ} 31' 55''$ east 30.00 feet; thence by a curve to the left of 600.00 feet radius, 439.63 feet thence south $72^{\circ} 30' 49''$ east, 832.60 feet to a point of ending, shown on plan as station 30+25.00, said point being identical with station 30+25.00 of auxiliary baseline "A" hereinbefore described.

An auxiliary baseline "C" for Middle Road, so called, begins at a point shown on plan as station 30+00.00, said point being identical with station 185+73.69 of the Main Baseline hereinbefore described and extends thence, leaving said Main Baseline, north $57^{\circ} 53' 39''$ east 456.67 feet; thence north $57^{\circ} 41' 29''$ east 1054.58 feet to a point of ending in the existing roadway of said Middle Road, shown on plan as station 45+11.25.

An Auxiliary baseline "D" for Hunt Road Connector begins at a point in the existing roadway of Hunt Road, shown on plan as station 19+37.45, said point being identical with station 54+50.00 of auxiliary baseline "E" hereinafter described and extends thence north $10^{\circ} 15' 46''$ east 149.53 feet; thence by a curve to the right of 360.00 feet radius, 404.45 feet; thence north $74^{\circ} 37' 56''$ east about 1719 feet to the point of ending on the dividing line between the land now or formerly of John Josephson and land now or formerly of Clifford Moseley shown on plan as about station 42+10.

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An auxiliary baseline "E" begins at a point in the roadway of Hunt Road shown on plan as station 54+50.00 and extends thence, north-easterly to northerly, as shown on plan, by a curve of 350.00 feet radius, 19.99 feet; thence north 6° 59' 22" east, 216.01 feet; thence north 4° 05' 20" east, 639.00 feet to a point of ending, shown on plan, as station 63+25.00.

NOTE: Station 60 at auxiliary baseline "E" is identical with station 222+97.05 of the main baseline hereinbefore described.

An auxiliary baseline "F" begins at a point shown on plan as station 50+00, said point being identical with station 172+31.56 of the main baseline hereinbefore described, and extends thence leaving said main baseline north 14° 59' 30" west, 316.20 feet; thence by a curve to the right of 200.00 feet radius, 164.15 feet; thence north 32° 02' 00" east, 304.90 feet; thence north 30° 31' 55" west, 342.12 feet to the point of ending thereof, shown on plan as station 60+10.00, said station being identical with station 17+22.77 of auxiliary baseline "B" hereinbefore described.

The northerly location line of the State highway as hereby laid out begins at a point on the dividing line between the Towns of Merrimac and Amesbury, bearing north 19° 42' 47" west and 205.65 feet distant from the point of beginning of the main baseline hereinbefore described, shown on plan as station 155+91.24 and extends thence, leaving said dividing line, easterly as shown on plan, by a curve to the right of 8200.00 feet radius, 249.07 feet to a point bearing north 4° 40' 45" west and 200.00 feet distant from station 157+86.95 of said main baseline; thence north 85° 19' 15"

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east 63.05 feet to a point bearing north $4^{\circ} 40' 45''$ west and 200.00 feet distant from station 158+50.00 of the aforesaid main baseline; thence north $4^{\circ} 40' 45''$ west and 100.00 feet to a point bearing north $4^{\circ} 40' 45''$ west and 300.00 feet distant from said station 158+50.00; thence parallel to and 300.00 feet distant northerly from said main baseline to a point bearing north $4^{\circ} 40' 45''$ west and 300.00 feet distant from station 164+50.00 of said main baseline; thence south $4^{\circ} 40' 45''$ east, 100.00 feet to a point bearing north $4^{\circ} 40' 45''$ west and 200.00 feet distant from said station 164+50.00; thence parallel to and 200.00 feet distant northerly from said main baseline to a point bearing north $9^{\circ} 54' 10''$ west and 200.00 feet distant from station 192+49.97 of said main baseline; thence south $9^{\circ} 54' 10''$ east, 40.00 feet to a point bearing north $9^{\circ} 54' 10''$ west and 160.00 feet distant from said station 192+49.97; thence parallel to and 160.00 feet distant northerly from said main baseline to a point bearing north $11^{\circ} 27' 56''$ west and 160.00 feet distant from station 195+50.00 of said main baseline; thence north $11^{\circ} 27' 56''$ west, 40.00 feet to a point bearing north $11^{\circ} 27' 56''$ west and 200.00 feet distant from said station 195+50.00; thence parallel to and 200.00 feet distant northerly from said main baseline to the point of ending thereof, on the dividing line between land now or formerly of John Josephson and land now or formerly of Clifford Moseley, said point bearing north $15^{\circ} 22' 04''$ west and being 200.00 feet distant from about station 240+35 of said main baseline.

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The southerly location line of the State highway as hereby laid out begins at a point on the dividing line between the Towns of Merrimac and Amesbury bearing south $19^{\circ} 42' 47''$ east and being 236.72 feet distant from the point of beginning of the main baseline hereinbefore described, shown on plan as station 155+91.24, and extends thence leaving said dividing line easterly by a curve to the right of 7775.00 feet radius 135:59 feet to a point bearing south $4^{\circ} 40' 45''$ east and 225.00 feet distant from station 157+86.95 of said main baseline; thence north $85^{\circ} 19' 15''$ east 213.05 feet to a point bearing south $4^{\circ} 40' 45''$ east 225.00 feet distant from station 160 of said main baseline; thence north $4^{\circ} 40' 45''$ west 25.00 feet to a point bearing south $4^{\circ} 40' 45''$ east 200.00 feet distant from said station 160; thence parallel to and 200.00 feet distant southerly from said main baseline to a point bearing south $15^{\circ} 22' 04''$ east and 200.00 feet distant from station 209 of said main baseline; thence north $15^{\circ} 22' 04''$ west 40.00 feet to a point bearing south $15^{\circ} 22' 04''$ east and 160.00 feet distant from said station 209; thence parallel to and 160.00 feet distant southerly from said main baseline to a point bearing south $15^{\circ} 22' 04''$ east and 160.00 feet distant from station 212+50 of said main baseline; thence south $15^{\circ} 22' 04''$ east, 40.00 feet to a point bearing south $15^{\circ} 22' 04''$ east and 200.00 feet distant from said station 212+50; thence parallel to and 200.00 feet distant southerly from said main baseline to a point bearing south $15^{\circ} 22' 04''$ east and 200.00 feet distant from station 223+01.68 of said main baseline; thence northeasterly, as shown on plan, by a curve to the

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right of 385.00 feet radius 198.41 feet to a point bearing south 15° 22' 04" east and 150.00 feet distant from station 224+91.43 of said main baseline; thence parallel to and 150.00 feet distant southerly from said main baseline to the point of ending thereof on the dividing line between land now or formerly of John Josephson and land now or formerly of Clifford Moseley, said point bearing southeasterly along said dividing line and being about 193 feet distant from the point of ending of said main baseline shown on plan as about station 240+69.

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The westerly end of the State highway hereby laid out is defined by that portion of the dividing line between the Towns of Merrimac and Amesbury/south ^{bearing} 19° 42' 47" east and 442.37 feet in length extending between the points of beginning of the northerly and southerly location lines hereinbefore described.

The easterly end of the State highway hereby laid out is defined by that portion of the dividing line between land now or formerly of John Josephson and land now or formerly of Clifford Moseley by two courses being about 454 feet in length, extending between the points of ending of the northerly and southerly location lines hereinbefore described.

The location lines of the State highway, laid out as hereinbefore described are to be further defined by bounds set thereon at angle points, points of curvature, at the points of beginning and ending thereof, and at intermediate points on both location lines opposite stations 175 and 233 of the main baseline hereinbefore described, at intermediate points on the northerly location line thereof opposite stations 212+50 and 224+50 of said main baseline, and at intermediate points on the southerly location line thereof opposite stations 165 and 192+49.97 of said main baseline.

The right of access to and egress from the State highway location is limited, being allowed across the location lines thereof, hereinbefore described, only as follows:

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1. Free access to and egress from said location is allowed by means of an underpass to be constructed at ~~the~~ Middle Road:

- (a) Across the southerly location line, between a point thereon bearing north $54^{\circ}51'29''$ west and 25.19 feet distant from station 23+72.65 of auxiliary baseline "A", and a point thereon bearing south $54^{\circ}51'29''$ east and 23.26 feet distant from station 24+13.05 of said auxiliary baseline "A".
- (b) Across the northerly location line, between a point thereon bearing north $54^{\circ}51'29''$ west and 25.00 feet distant from station 28+93.81 of auxiliary baseline "A" and a point thereon bearing south $51^{\circ}56'24''$ east and 25.00 feet distant from station 29+38.06 of said auxiliary baseline "A".

2. Access to and egress from said location is allowed:

- (a) Across the line defining the westerly end thereof, for its entire length.
- (b) Across the line defining the easterly end thereof, for its entire length.

The above described access-egress items are indicated on the plan hereinafter referred to.

In connection with the laying out of the State highway as hereinbefore described, it is necessary to lay out five sections of highway on behalf of the Town of Amesbury. Said sections of highway designated on the plan hereinafter referred to as Sections 1 to 5 inclusive, are hereby so laid out on behalf of the Town of Amesbury under the provisions of Chapter 448 of the Acts of 1948, being described as follows:

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SECTION I

The first section of highway hereby laid out on behalf of the Town of Amesbury comprises a widening, on the northwesterly side, of a portion of Middle Road, and adjoins the southerly location line of the State highway layout hereinbefore described, and is more fully described as follows:

The location line of the first section of highway hereby laid out on behalf of the Town of Amesbury begins at a point on the northwesterly 1937 County location line of said Middle Road, said point bearing north $32^{\circ} 16' 44''$ west and being 25.00 feet distant from station 19+59.34 of auxiliary baseline "A" hereinbefore described, and extends thence, leaving said County location line, northeasterly by a curve to the left of 975.00 feet radius, 403.46 feet to a point at the end of this section, on the southerly location line of the State highway hereinbefore described, said point bearing north $54^{\circ} 51' 29''$ west and being 25.19 feet distant from station 23+72.65 of said auxiliary baseline "A".

SECTION II

The second section of highway hereby laid out on behalf of the Town of Amesbury consists of establishing a location for a relocation of a portion of Middle Road, said relocation adjoining the northerly location line of the State highway hereinbefore described, and extending in a general easterly direction about 1290 feet to the northwesterly location line of the 1937 County layout on Middle Road, being more fully described as follows:

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The northerly location line of the second section of highway hereby laid out on behalf of the Town of Amesbury begins at a point on the northerly location line of the aforesaid State highway layout, said point bearing north $54^{\circ} 51' 29''$ west and being 25.00 feet distant from station 28+93.81 of auxiliary baseline "A" hereinbefore described, and extends thence, leaving said location line parallel to said auxiliary baseline "A" and 25.00 feet distant northerly therefrom to the point of ending thereof, on the existing northwesterly location line of the aforesaid 1937 County layout, said point bearing north $32^{\circ} 18' 31''$ west and being 25.00 feet distant from the point of ending of said auxiliary baseline "A" shown on plan as station 44+25.36.

The southerly location line of the second section of highway hereby laid out on behalf of the Town of Amesbury begins at a point on the northerly location line of the State highway hereinbefore described, said point bearing south $51^{\circ} 56' 24''$ east and being 25.00 feet distant from station 29+38.06 of auxiliary baseline "A" hereinbefore described and extends thence leaving said location line parallel to and 25.00 feet distant southerly from said auxiliary baseline "A" to a point bearing south $7^{\circ} 22' 34''$ east and 25.00 feet distant from station 39+05.00 of said auxiliary baseline "A"; thence south $19^{\circ} 21' 29''$ east, 83.57 feet to the point of ending thereof, bearing north $32^{\circ} 18' 31''$ west and 25.00 feet distant from station 37+73.00 of auxiliary baseline "C" hereinbefore described, said point being on the northerly location line of the 1937 County layout on Middle Road.

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SECTION III

The third section of highway hereby laid out on behalf of the Town of Amesbury comprises a connection between Pond Hills Road, shown on plan as Pond Hills Road Connector, and the hereinbefore described Relocated Middle Road Layout (Section II) being more fully described as follows:

The northerly location line of the third section of highway hereby laid out on behalf of the Town of Amesbury begins at a point on the existing northeasterly street line of Pond Hills Road bearing north $59^{\circ} 28' 05''$ east and 20.00 feet distant from station 17+22.77 of auxiliary baseline "B" hereinbefore described and extends thence, leaving said street line parallel to and 20.00 feet distant northerly from said auxiliary baseline "B", to a point bearing north $17^{\circ} 29' 11''$ east and 20.00 feet distant from station 29+82.00 of said auxiliary baseline "B"; thence north $76^{\circ} 39' 03''$ east, 43.23 feet to the point of ending thereof, on the northerly location line of the second section of Town layout hereinbefore described, said point bearing north $43^{\circ} 16' 41''$ west and being 25.00 feet distant from station 30+59.00 of auxiliary baseline "A", hereinbefore described.

The southerly location line of the third section of highway hereby laid out on behalf of the Town of Amesbury begins at a point on the existing southwesterly street line of Pond Hills Road bearing south $59^{\circ} 28' 05''$ west and 20.88 feet distant from station 17+22.77 of auxiliary baseline "B" hereinbefore described, and extends thence, following said street line south $30^{\circ} 55' 45''$ east, 180.06 feet to a

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point bearing south 59° 28' 05" west and 19.63 feet distant from station 58+29.94 of auxiliary baseline "F" hereinbefore described; thence by a curve to the right of 65.47 feet radius, 71.81 feet to a point bearing north 57° 58' 00" west and 13.01 feet distant from station 57+30.23 of said auxiliary baseline "F"; thence south 31° 55' 16" west, 30.26 feet to a point bearing north 58° 04' 44" west and 12.95 feet distant from station 57 of said auxiliary baseline "F"; thence leaving said street line and crossing said Pond Hills Road south 58° 04' 44" east, 40.00 feet to a point bearing south 58° 04' 44" east and 27.05 feet distant from said station 57; thence north 31° 55' 16" east, 47.02 feet to a point bearing south 57° 58' 00" east and 26.96 feet distant from station 57+47.07 of said auxiliary baseline "F"; thence south 72° 30' 49" east, 1010.66 feet to a point bearing south 17° 29' 11" west and 20.00 feet distant from station 29+63.00 of the aforesaid auxiliary baseline "B"; thence south 14° 52' 11" east 27.36 feet to the point of ending thereof, on the northerly location line of the second section of Town highway hereinbefore described, said point bearing north 49° 52' 02" west and being 25.00 feet distant from station 29+67.00 of auxiliary baseline "A" hereinbefore described.

SECTION IV

The fourth section of highway hereby laid out on behalf of the Town of Amesbury comprises the laying out of a cul-de-sac on Hunt Road, and adjoins the northerly location line of the State highway layout hereinbefore described, being more fully described as follows:

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The location line of the fourth section of highway hereby laid out on behalf of the Town of Amesbury begins at a point on the northerly State highway location line hereinbefore described bearing north $15^{\circ} 22' 04''$ west and 200.00 feet distant from station 222+88.10 of the main baseline hereinbefore described and extends thence, leaving said location line north $22^{\circ} 00' 00''$ east 146.51 feet to a point bearing north $85^{\circ} 54' 40''$ west and 30.00 feet distant from station 63+25.00 of auxiliary baseline "E" hereinbefore described; thence in part crossing Hunt Road south $85^{\circ} 54' 40''$ east 50.00 feet to a point bearing south $85^{\circ} 54' 40''$ east and 20.00 feet distant from said station 63+25.00; thence south $29^{\circ} 52' 55''$ east, 103.07 feet to the point of ending thereof, again on said northerly State highway location line, said point bearing north $15^{\circ} 22' 04''$ west and being 200.00 feet distant from station 224+50.00 of the aforesaid main baseline.

SECTION V

The fifth section of highway hereby laid out on behalf of the Town of Amesbury comprises the laying out of a service road adjoining the southerly State highway location line hereinbefore described extending from Hunt Road easterly, about 2000 feet to the easterly end of the State highway location hereinbefore described, being more fully described as follows:

The location line of the fifth section of highway hereby laid out on behalf of the Town of Amesbury begins at a point on the southerly State highway location line hereinbefore described bearing south $15^{\circ} 22' 04''$ east and 200.00 feet distant from station 222+03.83 of the main baseline hereinbefore described and extends thence, leaving said location line, south $5^{\circ} 43' 11''$ west 305.58 feet to a point bearing north $79^{\circ} 44' 14''$ west and

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20.00 feet distant from station 19+60 of auxiliary baseline "D" hereinbefore described; thence in part crossing Hunt Road south $79^{\circ} 44' 14''$ east, 45.00 feet to a point bearing south $79^{\circ} 44' 14''$ east and 25.00 feet distant from said station 19+60; thence parallel to said auxiliary baseline "D" and 25.00 feet distant southerly therefrom, to a point on the dividing line between land now or formerly of John Josephson and land now or formerly of Clifford Moseley, said point bearing southeasterly along said dividing line about 418 feet distant from the point of ending of the aforesaid main baseline, shown on plan as about station 240+69; thence northwesterly following said dividing line about 64 feet to the point of ending thereof, said point marking the easterly end of the southerly State highway location line hereinbefore described and being about 193 feet along said dividing line from about said station 240+69.

The location lines of the five sections of highway hereby laid out on behalf of the Town of Amesbury are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof.

In connection with the construction of the State highway in the location hereinbefore described, it is necessary to take easements in the parcels of land hereinafter described as Parcels 1-C-1 to 1-C-5 inclusive. Said easements are hereby taken for the purpose of improving a portion of the channel of a brook. Said easements consist of the right to enter upon said land at any time and to widen, deepen and/or relocate said channel.

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Parcel 1-C-1. A parcel of land supposed to be owned by Robert M. Fender Sr. et al, adjoining the southerly location line of the State highway hereinbefore described, bounded northerly by said location line, southerly by the location line of Section 1 of the layout on behalf of the Town of Amesbury and by a line connecting the following points: Opposite station 21+73 of auxiliary baseline "A" and on said Town location line; opposite said station 21+73 and about 36 feet from said Town location line; opposite station 22+39 of said auxiliary baseline "A" and on the aforesaid southerly location line of said State highway; opposite station 22+76 of said auxiliary baseline "A" and on said southerly location line; opposite station 22+56 of said auxiliary baseline "A" and about 34 feet from said Town location line; and opposite said station 22+56 and on said Town location line. Said parcel of land contains about 0.18 acres.

Parcel 1-C-2. A parcel of land supposed to be owned by the New England Power Co., adjoining the southerly location line (Section 3) of the Town highway layout hereinbefore described, bounded by said location line and by a line connecting the following points: Opposite station 24+85 of auxiliary baseline "B" hereinbefore described and on said location line; opposite said station 24+85 and about 50 feet therefrom; opposite station 24+97 of said auxiliary baseline "B" and 30 feet from said location line; opposite about station 25+04 of said auxiliary baseline "B" about 80 feet therefrom; opposite about station 25+57 of auxiliary baseline "B" and about 126 feet therefrom; opposite station 25+43

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of said auxiliary baseline "B" and 30 feet from the aforesaid location line; opposite station 25+64 of said auxiliary baseline "B" and 30 feet from said location line and opposite said station 25+64 and on said location line. Said parcel of land contains about 0.11 acres.

Parcel 1-C-3. A parcel of land supposed to be owned by Robert M. Pender Sr. and Eleanor M. Pender, adjoining the northerly location line of the State highway hereinbefore described; bounded southerly by said location line about 45 feet; westerly by other land of Robert M. Pender Sr. and Eleanor M. Pender, about 202 feet; northeasterly by land now or formerly of the New England Power Co., (Parcel 1-C-2) about 73 feet easterly by other land of Robert M. Pender Sr. and Eleanor M. Pender about 137 feet. Said parcel of land contains about 0.18 acres.

Parcel 1-C-4. A parcel of land supposed to be owned by the New England Power Co. adjoining the northerly location line of Section 3 of the Town highway hereinbefore described, bounded by said location line and by the line connecting the following points: Opposite station 24+85 of auxiliary baseline "B" hereinbefore described and on said location line; opposite said station 24+85 and about 30 feet from said location line; opposite station 25+02 of said auxiliary baseline "B" and ^{about} 30 feet from said location line; opposite said station 25+02 and about 108 feet from said location line; opposite station 25+47 of said auxiliary baseline "B" and about 108 feet from said location line; opposite said station 25+47 and about 30 feet from said location line; opposite station 25+64 of said auxiliary baseline

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"B" and about 30 feet from said location line; opposite said station 25+64 and on said location line. Said parcel of land contains 0.14 acres.

Parcel 1-C-5. A parcel of land supposed to be owned by Robert M. Pender Sr., et al, adjoining the existing southeasterly location line of the 1937 County layout of Middle Road, bounded by said location line and by the line connecting the following points: Opposite station 21+74 of auxiliary baseline "A" hereinbefore described and on said location line; opposite said station 21+74 and 29 feet from said location line; opposite station 21+95 of said auxiliary baseline "A" and 19 feet from said location line; opposite said station 21+95 and 82 feet from said location/^{line;} opposite station 22+39 of auxiliary baseline "A" and 68 feet distant from said location line; opposite said station 22+39 and 5 feet from said location/^{line;} opposite station 22+55 of said auxiliary baseline "A" and on said location line. Said parcel of land contains about 4030 square feet.

Easements are hereby taken in behalf of the Town of Amesbury, in the parcels of land hereinafter described as Parcels 1-D-1-T to 1-D-6-T inclusive, for the purpose of draining and maintaining certain of the Town highway locations hereinbefore described, and consist of the right to enter upon said land at any time and to construct thereon and to maintain and use drainage structures and/or ditches together with the right to discharge surface water upon said land.

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Parcel 1-D-1-T. A parcel of land supposed to be owned by Fred C. Follansbee, adjoining the northerly location line of the second section of Town highway hereinbefore described, bounded by said location line and by a line connecting the following points: Opposite station 32+78 of auxiliary baseline "A" hereinbefore described, and on said location line; opposite said station 32+78 and 33 feet from said location line; opposite station 33+27 of said auxiliary baseline "A" and 35 feet from said location line; and opposite said station 33+27 and on said location line. Said parcel of land contains about 1770 square feet.

Parcel 1-D-2-T. A parcel of land supposed to be owned by Fred C. Follansbee, adjoining the southerly location line of the second section of Town highway hereinbefore described, bounded by said location line and by a line connecting the following points: Opposite station 33+27 of auxiliary baseline "A" hereinbefore described, and on said location line; opposite said station 33+27 and 28 feet from said location line; opposite station 32+78 of said auxiliary baseline "A" and 27 feet from said location line; and opposite said station 32+78 and on said location line. Said parcel of land contains about 1430 square feet.

Parcel 1-D-3-T. A parcel of land supposed to be owned by Fred C. Follansbee, adjoining the northerly location line of the second section of Town highway hereinbefore described, bounded by said location line and by a line connecting the following points: Opposite station 36+30 of auxiliary baseline "A" hereinbefore described, and on said location line; opposite said station 36+30 and 31 feet from said location line; opposite station 36+61 of said

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auxiliary baseline "A" and 26 feet from said location line; and opposite said station 36+61 and on said location line. Said parcel of land contains about 855 square feet.

Parcel 1-D-4-T. A parcel of land supposed to be owned by Fred C. Follansbee, adjoining the northerly location line of the second section of Town highway hereinbefore described, bounded by said location line and by a line connecting the following points: Opposite station 41+48 of auxiliary baseline "A" hereinbefore described, and on said location line; opposite said station 41+48 and 21 feet from said location line; opposite station 41+79 of said auxiliary baseline "A" and 26 feet from said location line; and opposite said station 41+79 and on said location line. Said parcel of land contains about 682 square feet.

Parcel 1-D-5-T. A parcel of land supposed to be owned by John L. & Winifred N. Moore, adjoining the location line of the fifth section of Town highway, hereinbefore described on the westerly side thereof, bounded by said location line and by a line connecting the following points: Opposite station 54+73 of auxiliary baseline "E" hereinbefore described and on said location line; opposite station 54+70 of said auxiliary baseline "E" and about 121 feet from said location line; opposite station 54+92 of said auxiliary baseline "E" and about 123 feet from said location line; and opposite station 54+97 of said auxiliary baseline "E" and on said location line. Said parcel of land contains about 3928 square feet.

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Parcel 1-D-6-T. A parcel of land supposed to be owned by Clifford Mosely, adjoining the location line of the fifth section of Town highway hereinbefore described on the southerly side thereof bounded by said location line and by the line connecting the following points: Opposite station 19+60 of auxiliary baseline "D" hereinbefore described and on said location line; opposite station 20 of said auxiliary baseline "D" and 21 feet from said location line; opposite station 22 of said auxiliary baseline "D" and 32 feet from said location line; opposite station 23 of said auxiliary baseline "D" and 26 feet from said location line; opposite station 24 of said auxiliary baseline "D" and 29 feet from said location line; opposite station 30 of said auxiliary baseline "D" and 16 feet from said location line; opposite station 32 of said auxiliary baseline "D" and 50 feet from said location line; thence extending easterly from said last mentioned point, parallel to the location line of said fifth section of Town highway and 50 feet southerly therefrom, about 1073 feet to a point on the dividing line between land now or formerly of John Josephson and land of said Mosely; thence northwesterly, following said dividing line, about 64 feet to a point again on said location line. Said parcel of land contains about 2.09 acres.

In connection with the laying out of the State highway as hereinbefore described, easements are hereby taken in behalf of the Commonwealth of Massachusetts in the parcels of land herein-after described as Parcels 1-TS-1, 1-TS-2 and 1-TS-4 to 1-TS-15 inclusive. Said easements consist of the right to enter upon said land at any time during the effective period of the easements and

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to construct thereon slopes of excavation and/or embankment. Said easements are temporary in nature and are to remain in effect only until three years from the date of this instrument unless sooner terminated.

Parcel 1-TS-1. A parcel of land supposed to be owned by Robert M. Pender Sr. et al, bounded southeasterly by the location line of the 1937 County layout on Middle Road and by the location line of the first section of Town highway, hereinbefore described; northerly by the southerly location line of the State highway hereinbefore described, and by a line connecting the following points: Opposite station 17+17 of auxiliary baseline "A" hereinbefore described and on said 1937 County location line; opposite station 21+73 of said auxiliary baseline "A" and about 36 feet from said Section 1 Town location line; and about opposite station 23+48 of said auxiliary baseline "A" and on said southerly location line of the aforesaid State highway layout.

Parcel 1-TS-2. A parcel of land supposed to be owned by Robert M. Pender Sr., et al, located on the southeasterly side of Middle Road, bounded by the southeasterly location line of the 1937 County layout and by a line connecting the following points: Opposite station 23+50 of auxiliary baseline "A" and on said location line, opposite station 22+39 of said auxiliary baseline "A" and about 68 feet from said location line, opposite station 21+95 of said auxiliary baseline "A" and about 82 feet from said location line, opposite station 20+25 of said auxiliary baseline "A" and 37 feet from said location line and opposite station 17+80 of said auxiliary baseline "A" and on said location line.

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Parcel 1-TS-4. A parcel of land supposed to be owned by the New England Power Co. and adjoining the northerly location line of the third section of Town highway hereinbefore described, bounded by said location line and by a line connecting the following points: Opposite station 17+22.77 of auxiliary baseline "B" hereinbefore described, and on said location line and opposite station 20+22 of said auxiliary baseline "B" and on said location line.

Parcel 1-TS-5. A parcel of land supposed to be owned by Robert M. Pender Sr. and Eleanor M. Pender, bounded southerly by the northerly location line of the third section of Town highway hereinbefore described, about 307 feet; northwesterly and northerly in two courses by other land of said Pender a total of about 272 feet and easterly by land now or formerly of the New England Power Co., about 52 feet.

Parcel 1-TS-6. A parcel of land supposed to be owned by the New England Power Co., bounded southerly by the northerly location line of the third section of Town highway hereinbefore described, about 638 feet; westerly by land now or formerly of Robert M. Pender Sr. and Eleanor M. Pender (Parcel 1-TS-5) about 52 feet; northerly by other land of the New England Power Co. in two courses about 645 feet; and about 159 feet respectively; easterly by land now or formerly of Fred C. Follansbee, about 33 feet and southeasterly by the northerly location line of the second section of Town highway hereinbefore described, about 156 feet.

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Parcel 1-TS-7. A parcel of land supposed to be owned by Robert M. Pender Sr. & Eleanor M. Pender, adjoining the southerly location line of the third section of Town highway hereinbefore described; bounded northerly by said location line about 388 feet; northeasterly by land now or formerly of the New England Power Company about 46 feet; southerly, southeasterly and westerly, in three courses, by other land of said Penders about 269 feet, about 154 feet and about 10 feet respectively.

Parcel 1-TS-8. A parcel of land supposed to be owned by the New England Power Co., adjoining the southerly location line of the third section of Town highway hereinbefore described; bounded northerly by said location line about 525 feet; southeasterly by land now or formerly of Robert M. Pender Sr. et al, about 45 feet, southerly by other land of the New England Power Co., about 458 feet; and southwesterly by land now or formerly of Robert M. Pender Sr. & Eleanor M. Pender (Parcel 1-TS-7) about 46 feet.

Parcel 1-TS-9. A parcel of land supposed to be owned by Robert M. Pender Sr. et al, adjoining the southerly location line of the third section of Town highway, the northerly location line of the second section of Town highway and the northerly location line of the State highway, hereinbefore described, bounded by said location lines in four courses about 4 feet 27.36 feet, about 75 feet and about 32 feet respectively; northwesterly and southerly in two courses by other land of said Pender about 76 feet and 20 feet respectively, and northwesterly by land now or formerly of the New England Power Co. (Parcel 1-TS-8) about 45 feet.

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Parcel 1-TS-10. A parcel of land supposed to be owned by Fred C. Follansbee, adjoining the northerly location line of the second section of Town highway hereinbefore described and the 1937 northerly location line of Middle Road, bounded by said location lines and by a line connecting the following points: Opposite station 32+10 of auxiliary baseline "A" hereinbefore described, and on said location line; opposite station 32+13 of said auxiliary baseline "A" and 32 feet from said location line; opposite station 33+97 of said auxiliary baseline "A" and 45 feet from said location line; opposite station 35+60 of said auxiliary baseline "A" and 43 feet from said location line; opposite station 36+97 of said auxiliary baseline "A" and 19 feet from said location line; opposite station 39+0 of said auxiliary baseline "A" and 44 feet from said location line; opposite station 40+96 of said auxiliary baseline "A" and 10 feet from said location line; opposite station 43+21 of auxiliary baseline "C" hereinbefore described, and 55 feet distant northerly therefrom; opposite station 44+14 of said auxiliary baseline "C" and 25 feet distant northerly therefrom and on the 1937 County layout line.

Parcel 1-TS-11. A parcel of land supposed to be owned by Robert M. Pender Sr. et al, bounded northwesterly by the southerly location line of the second section of Town highway hereinbefore described, about 240 feet; northerly by land of New England Power Co. about 18 feet; easterly by land of Fred C. Follansbee, about 20 feet; southerly by other land of said Pender, about 100 feet; southeasterly by other land of said Pender, about 122 feet; southerly by the northerly location line of the State highway layout, hereinbefore described about 45 feet.

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Parcel 1-TS-12. A parcel of land supposed to be owned by Fred G. Follansbee, bounded northerly by the southerly location line of the second section of Town highway hereinbefore described, about 690 feet; easterly by said location line, about 35 feet; southerly by other land of said Follansbee, about 692 feet; westerly by land of Robert M. Pender Sr. et al about 20 feet; and westerly by land of New England Power Co. about 2 feet.

Parcel 1-TS-13. A parcel of land supposed to be owned by Clyde F. & Irene M. Moore, adjoining the southeasterly 1937 County location line of Middle Road, as shown on plan bounded by said 1937 County layout line and a line connecting the following points: Opposite station 43+98 of auxiliary baseline "C" hereinbefore described, and on said County location line; opposite station 43+56 of said auxiliary baseline "C" and 17 feet from said County location line; opposite station 41+57 of said auxiliary baseline "C" and 17 feet from said 1937 County location line; opposite station 41+59 of said auxiliary baseline "C" and on said 1937 County location line.

Parcel 1-TS-14. A parcel of land supposed to be owned by New England Power Co., adjoining the southerly location line of the second section of Town highway hereinbefore described, bounded northwesterly by said location line about 18 feet; northeasterly by land of Fred C. Follansbee about 2 feet and southeasterly by land now or formerly of Robert M. Pender, Sr. et al about 20 feet.

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Parcel 1-TS-15. A parcel of land supposed to be owned by Clifford Moseley adjoining the location line of the fifth section of Town highway hereinbefore described, bounded northerly by said location about 2277 feet, northeasterly by land of John Josephson 64 feet, southerly, easterly and again southerly by other land of said Moseley 982 feet, 25 feet and 1256 feet respectively.

An easement is hereby taken in the parcel of land hereinafter described as Parcel 1-TR-1. Said easement consists of the right to enter upon said land at any time during the effective period of the easement and to construct thereon and to use and maintain a temporary road for traffic detour during the construction and/or reconstruction of the aforesaid State highway.

Said easement is temporary in nature and is to remain in effect only until three years from the date of this instrument.

Parcel 1-TR-1. A parcel of land supposed to be owned by Robert M. Pender Sr. et al, located on the southeasterly side of Middle Road; bounded by the southeasterly location line of the 1937 County layout and by a line connecting the following points; Opposite station 23+50 of auxiliary baseline "A" and on said location line; opposite station 22+39 of said auxiliary baseline "A" and about 68 feet from said location line; opposite station 21+95 of said auxiliary baseline "A" and about 82 feet from said location line; opposite station 20+25 of said auxiliary baseline "A" and 37 feet from said location line; and opposite station 17+80 of said auxiliary baseline "A" and on said location line.

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For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, of Chapter 590 of the Acts of 1961 and of Chapter 718 of the Acts of 1956, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures, (not, however, including wires, cables, poles, towers and other appurtenances for the conveyance of electricity and telephone communication,) located thereon situated in the Town of Amesbury, County of Essex, all of said land being taken in fee simple, the supposed owners of Parcels 1-1 to 1-4 inclusive, 1-6 to 1-23 inclusive, 1-23-A, and 1-24 to 1-27 inclusive, shown on the plan hereinafter referred to being set forth in the schedule of awards hereinafter contained, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the Town of Amesbury which are included in the foregoing description.

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For the purpose of laying out, constructing and maintaining the sections of Town highway above described, the Department of Public Works, on behalf of the Town of Amesbury, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws of Chapter 590 of the Acts of 1961 and of Chapter 718 of the Acts of 1956, as amended, Parcels 1-1-T to 1-8-T inclusive, 1-8A-T, and 1-9-T shown on the plan hereinafter referred to, including all trees and structures (not, however, including wires, cables, lines, poles, towers and other appurtenances for the conveyance of electricity and telephone communication) located thereon situated in the Town of Amesbury, County of Essex, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the Town of Amesbury which are included in the foregoing description.

The State highway hereby laid out, the sections of Town highway hereby laid out and the aforesaid takings are shown on a plan signed by C. F. Mistretta, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of Amesbury Essex County Laid out as a State Highway by the Department of Public Works October 1, 1963 Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taken in the Registry of Deeds for Essex County, Southern District, at Salem.

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A certain parcel of land included in this taking is registered land, and is shown on the plan hereinbefore referred to as Parcel 1-19, said land being registered in the Land Court, at Boston, and recorded in the Registered Land Division of the Registry of Deeds for Essex County, Southern District, at Salem, as follows:

Parcel No.	<u>OWNER</u>	Book No.	Page No.	Certificate No.
✓ 1-19	Louis Thibault & Rosealma Thibault	112	26905	26905

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1-1	James L. Hartnett	6.61 acres	\$1.00
1-2	Robert M. Pender, Sr. Robert M. Pender, Jr. and Richard O. Pender	3.34 acres	1.00
1-3	Robert M. Pender, Sr. et al	5.77 acres	1.00
1-4	New England Power Co.	0.75 acres	1.00
1-6	Robert M. Pender Sr. and Eleanor M. Pender	2.30 acres	1.00
1-7	Robert M. Pender, Sr. et al	8.84 acres	1.00
1-8	New England Power Co.	631 sq.ft.	1.00
1-9	Fred C. Follansbee	0.51 acres	1.00
1-10	Robert M. Pender Sr. et al	2.64 acres	1.00
1-11	Fred C. Follansbee	3.49 acres	1.00
1-12	Joseph W. and Ruth B. Millette	0.17 acres	1.00
1-13	Daniel F. & Mary E. Millette	1920 sq.ft.	1.00
1-14	Marjorie E. Millette	2.77 acres	1.00

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<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1-15	Clyde F. & Irene M. Moore	2.53 acres	\$1.00
1-16	Edgar J. Basque	0.26 acres	1.00
1-17	Tracey L. Nix & Veronica J. Nix	0.27 acres	1.00
1-18	Harry B. & Lillian F. Glancy	1.71 acres	1.00
1-19	Louis Thibault & Rosealma Thibault	3.36 acres	1.00
1-20	Eva Lavoie	1.36 acres	1.00
1-21	William H. & Elizabeth M. Coyle	0.87 acres	1.00
1-22	Albert E. & Rose L. Lavoie	0.13 acres	1.00
1-23	Robert M. Pender, Sr. et al	9.58 acres	1.00
1-23A	John L. & Winifred N. Moore	0.34 acres	1.00
1-24	John L. and Winifred N. Moore	0.61 acres	1.00
1-25	Clifford Meseley	13.80 acres	1.00
1-26	Alice Olson	730 sq.ft.	1.00
1-27	Alice Olson & Emmons B. & Rebecca E. Ives	0.20 acres	1.00
1-1-T	Robert M. Pender Sr., et al	0.40 acres	1.00
1-2-T	Robert M. Pender Sr., et al	0.23 acres	1.00
1-3-T	New England Power Co.	0.66 acres	1.00
1-4-T	Fred C. Pollanabee	1.39 acres	1.00
1-5-T	New England Power Co.	0.18 acres	1.00
1-6-T	Robert M. Pender Sr. & Eleanor M. Pender	0.41 acres	1.00
1-7-T	Robert M. Pender Sr., et al	0.11 acres	1.00
1-8-T	Clifford Meseley	500 sq.ft.	1.00
1-8A-T	Space Race Inc.	2440 sq.ft.	1.00

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<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1-9-T	Clifford Moseley	2.43 acres	\$1.00
1-D-1-T	Fred C. Follansbee	1770 sq.ft.	1.00
1-D-2-T	Fred C. Follansbee	1430 sq.ft.	1.00
1-D-3-T	Fred C. Follansbee	855 sq.ft.	1.00
1-D-4-T	Fred C. Follansbee	682 sq.ft.	1.00
1-D-5-T	John L. & Winifred M. Moore	3928 sq.ft.	1.00
1-D-6-T	Clifford Moseley	2.09 acres	1.00
1-C-1	Robert M. Pender Sr., et al	0.18 acres	1.00
1-C-2	New England Power Co.	0.11 acres	1.00
1-C-3	Robert M. Pender Sr. & Eleanor M. Pender	0.18 acres	1.00
1-C-4	New England Power Co.	0.14 acres	1.00
1-C-5	Robert M. Pender Sr., et al	4030 sq.ft.	1.00
1-TS-1	Robert M. Pender Sr., et al		1.00
1-TS-2	Robert M. Pender Sr., et al		1.00
1-TS-4	New England Power Co.		1.00
1-TS-5	Robert M. Pender Sr. & Eleanor M. Pender		1.00
1-TS-6	New England Power Co.		1.00
1-TS-7	Robert M. Pender, Sr. & Eleanor M. Pender		1.00
1-TS-8	New England Power Co.		1.00
1-TS-9	Robert M. Pender Sr. et al		1.00
1-TS-10	Fred C. Follansbee		1.00
1-TS-11	Robert M. Pender Sr. et al		1.00
1-TS-12	Fred C. Follansbee		1.00
1-TS-13	Clyde F. & Irene M. Moore		1.00

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<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Award</u>
1-TS-14	New England Power Co.	\$1.00
1-TS-15	Clifford Moseley	1.00
1-TR-1	Robert M. Pender Sr. et al	1.00

The names of owners herein given, although supposed to be correct are such only as matters of opinion and belief.

It is therefore

Voted, That said new or existing way, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Town Clerk of the Town in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted, That the Secretary of the Department of Public Works be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the Town Clerk of the Town in which said way is located, certified copies of said plan, and of a certificate, signed by at least a majority of the

members of the Department of Public Works, attesting that said Department of Public Works has laid out said sections of Town way in accordance with said plan.

Dated at Boston this first day of October, 1963.

J. A. S.

[Signature] Department
George C. Toumpouras of
John D. Warner Public Works

THE COMMONWEALTH OF MASSACHUSETTS

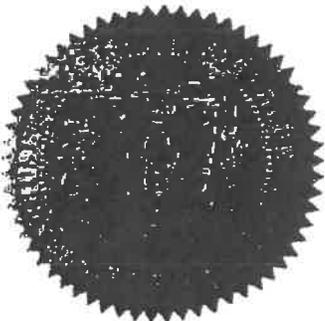
OFFICE OF THE SECRETARY

Boston, October 7, 1963

I hereby certify that at the date of this attestation hereto annexed Jack P. Ricciardi, George C. Toumpouras and John D. Warner ~~Commissioners~~ were duly qualified as Commissioner and Associate Commissioners, respectively, of the Department of Public Works, and that to their acts and attestations, as such, full faith and credit are and ought to be given in and out of Court, and, further, that their signatures to the annexed instrument are genuine.

In testimony of which I have hereunto affixed the Great Seal of the Commonwealth the date above written.

[Signature]
Secretary of the Commonwealth



Paul Fahey

From: paul@hdgpc.com
Sent: Tuesday, August 31, 2021 2:22 PM
To: Paul Fahey
Cc: Mayor Gove; Angela Cleveland; Robert Desmarais; 'Carl Pearson'; 'Zerilli, Anthony'; 'Pearson, James'; Nipun Jain
Subject: Drainage Easement/12-14 South Hunt Road
Attachments: DrainageEasementOrder.doc; 20210831133744329.pdf; 20210831133736313.pdf

Paul

In accordance with our telephone conversation this morning, I have attached a proposed Order to present to the City Council to terminate the existing drainage easement on the Sports Park property. It is my understanding that the DPW is fine with this and the Planning Board is requiring it to be terminated in order for Global to move forward with their site work. I have also attached a copy of the Mass Highway taking with the relevant sections highlighted in yellow as well as copies of the relevant portions of the plans which were recorded along with the taking again with the easement highlighted in yellow.

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