



June 9, 2022

Ref: 15225.01

Wareham Planning Board  
Memorial Town Hall  
54 Marion Road  
Wareham, MA 02571

Re: Proposed Large-Scale Ground-Mounted Solar Photovoltaic Installation, 0 Route 25, Wareham, MA  
Response to Planning Board Comments at the May 23, 2022 Public Hearing

Members of the Board:

On behalf of our Client, Wareham PV I, LLC, VHB has prepared this letter in response to the comments posed by the Wareham Planning Board at the May 23, 2022 Public Hearing regarding the project mentioned above.

In this response, for clarity, the Planning Board comments have been provided in regular text, and VHB's responses are *italicized*.

1. Members of the Planning Board noted that the Decommissioning Plan should be revised to remove salvage value. The Decommissioning Bond should also be revised to include the required cost escalator and to account for inflation.

*The Decommissioning Plan has been revised to remove salvage value from the gross estimated decommissioning cost. In addition, 125% of the gross estimated decommissioning cost was added to the total gross cost as a cost escalator, and the applicant agrees that the surety amount will be increased by two (2) percent annually on the anniversary of Project commissioning to account for inflation.*

2. Members of the Planning Board inquired whether Project utilities may be installed within the existing 20' wide easement that extends from Charge Pond Road across the Town-owned Municipal Maintenance Facility property to the site.

*The 20' wide easement that is proposed to be used for Project access from Charge Pond Road and Project utilities was created in 1966 by Massachusetts Department of Public Works Layout No. 5560 and Order of Taking (recorded at the Plymouth County Registry of Deeds in Book 3286, Page 413) (the "Order of Taking"). The Order of Taking took easements in certain parcels of land to provide access to property owners whose access and egress rights to their properties was eliminated by the layout of Route 25 as a limited access highway. According to the Order of Taking, these easements (including the easement crossing the Municipal Maintenance Facility property) "consist of the right to enter upon said land at any time and to construct thereon and to maintain and use a roadway and **necessary utilities**" (emphasis added). The easements created by the Order of Taking are shown on Sheet 28 of the 1966 Limited Access layout of Route 25 (recorded in Plan Book 12A, Page 66) ("Sheet 28"). Copies of the Order of Taking and Sheet 28 are provided herewith.*

3. Members of the Planning Board noted that on the site, north of the access road, there are "cliff walls" where the ledge drops off at a 90-degree angle to the bottom of the clearing, with no vegetation, that are



exposed approximately 8-10 feet high. The question was posed as to what the final condition of these locations would be, as the proposed meadow mix would not be able to establish and be stabilized for growth at these locations. It was mentioned that this occurs along the entire western property line of the site, north of the access road.

*As shown on the Site Plans and in the accompanying photos, the slopes in question do not consist of a sheer drop-off, but rather are approximately 2:1 slopes that are currently vegetated. Site visits were conducted on March 17, 2021, and a specific site visit to verify this comment was conducted on May 23, 2022. As shown in the photos, these slopes have maintained stabilization and vegetation.*

*The Project will not consist of any major grading in this area – instead just leveling out current stockpiles of sand to create a uniform surface on which to mount the array. This work, including installing a perimeter fence around the array, will happen at the toe of slope and will not impact the stabilized slopes and vegetation. The area in between the array panels, again at the toe of slope, will be seeded with a native meadow mix; this mix will also be applied to any exposed areas resulting from the work described above in order to stabilize any loose material. The Project does not seek to alter the slopes themselves in any way, as the area is currently stable and vegetated.*

Attachments:

- Revised Decommissioning Plan
- Order of Taking and Sheet 28
- Photograph Log

Sincerely,

VHB

A handwritten signature in black ink, appearing to read "Sarah Ebaugh". The signature is fluid and cursive.

Sarah Ebaugh, PE  
Senior Project Engineer

cc: Christopher Wagener, VHB  
Haley Orvedal, Longroad Energy  
Lindsey Kester, Longroad Energy  
Betsy Mason, Klavens Law Group

**Decommissioning Plan  
Wareham Solar Project  
Plymouth County,  
Massachusetts**



Prepared for:  
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Prepared by:  
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Project No: 195602122  
July 30, 2021

**DECOMMISSIONING PLAN**

**WAREHAM SOLAR ENERGY PROJECT, PLYMOUTH COUNTY, MASSACHUSETTS**

This document entitled Decommissioning Plan Wareham Solar Energy Project, Plymouth County, Massachusetts, was prepared by Stantec Consulting Services Inc. ("Stantec") for the use of Wareham PV I, LLC (the "Client"), and the applicable regulatory agencies. Any reliance on this document by any other third party is strictly prohibited. The material in this document reflects Stantec's professional judgment in light of the scope, schedule and other limitations stated in the document and in the contract between Stantec and the Client. The opinions in this document are based on conditions and information existing at the time this document was published and do not take into account any subsequent changes.



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**Carl Broberg, PE**  
**Civil Engineer**



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**JoAnne J. Blank**  
**Associate**



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**Matthew A Clementi, PE**  
**Sr. Project Manager**

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## 1.0 INTRODUCTION

Wareham PV I, LLC (Wareham Solar), a subsidiary of Longroad Energy Holdings, LLC (Longroad), is proposing to construct the Wareham Solar Project in Plymouth County, Massachusetts. The proposed Wareham Solar Project (the Project) is to be located within the Township of Wareham, Massachusetts. The Project will occupy approximately 18 acres of land (within perimeter fencing) and will have a maximum nameplate generating capacity of up to 3.5 megawatts (MW) alternating current (AC). Major components of the Project include solar modules, racking/tracking system, inverters, transformers and a Project substation. Solar modules being considered include the First Solar Series 6 panels (425-475 watt) or other similar models.

This Decommissioning Plan (Plan) provides a description of the decommissioning and restoration phase of the Project. Start-of-construction is planned for late 2022, with a projected Commercial Operation Date in early 2023. The decommissioning phase is assumed to include the removal of Project facilities, including perimeter fencing; solar arrays and associated racking/trackers, foundations, and steel piles; inverters and transformers; access and internal roads; electrical collection system; and the Project substation and associated generation tie-in transmission line (Figure 1).

This Plan includes an overview of the primary decommissioning Project activities: dismantling and removal of facilities, and restoration of land. A summary of estimated costs and revenues associated with decommissioning the Project are included in Section 4.0. The summary statistics and estimates provided are based on a 3.5-MW<sub>[AC]</sub> Project array design. Wareham Solar acknowledges that the revenue to be realized from resale or salvage of Project facilities will not be considered in calculation of the financial security, described in Sections 4.2 and 4.3.

### 1.1 SOLAR FARM COMPONENTS

The main components of the Project include:

- Solar panels and racking system
- Foundations and steel piles
- Transformers and inverters
- Electrical cabling and conduits (underground)
- Perimeter fencing
- Site access and internal roads
- Transmission generation tie-in line (overhead)

## 1.2 TRIGGERING EVENTS AND EXPECTED LIFETIME OF PROJECT

Project decommissioning may be triggered by events such as the end of a power purchase agreement or when the Project reaches the end of its operational life. The Project will be considered to be abandoned if the Project is non-operational for a period of twelve (12) consecutive months. If properly maintained, the expected lifetime of a solar project is approximately 40 years with an opportunity for a project lifetime of 50 years or more with equipment replacement and repowering. Depending on market conditions and Project viability, the solar arrays may be retrofitted with updated components (e.g., panels, frame, tracking system, etc.) to extend the life of the Project. In the event that the modules are not retrofitted, or at the end of the Project's useful life, the panels and associated components will be decommissioned and removed from the Project site.

Components of the solar facility that have resale value may be sold in the wholesale market. Components with no resale value will be salvaged and sold as scrap for recycling or disposed of at an approved offsite licensed solid waste disposal facility (landfill). The resale value of components has not been considered in this Plan; however, the salvage value of the material scrap value has been estimated in Section 4. Decommissioning activities will include removal of the arrays and associated components as listed in Section 1.1 and described in Section 2.

## 1.3 DECOMMISSIONING SEQUENCE

Per Section 595 of the Town of Wareham Zoning By-Laws, Project facilities and components will be removed within 150 days of a Project which has reached the end of its useful life or has been abandoned. Monitoring and site restoration may extend beyond this period to ensure successful revegetation and rehabilitation. The anticipated sequence of decommissioning and removal is described below; however, overlap of activities is expected.

- Reinforce access roads, if needed, and prepare site for component removal
- Install temporary fencing and best management practices (BMPs) to protect sensitive resources
- De-energize solar arrays
- Dismantle panels and racking
- Remove frame and internal components
- Remove structural foundations and backfill sites
- Remove inverters and transformers
- Remove electrical cables and conduits
- Remove above ground transmission line unless retained for future use
- Remove access and internal roads and grade site
- De-compact subsoils (if required), restore and revegetate disturbed land to pre-construction conditions to the extent practicable

## 2.0 PROJECT COMPONENTS AND DECOMMISSIONING ACTIVITIES

The solar facility components and decommissioning activities necessary to restore the Project area, as near as practicable, to pre-construction conditions are described within this section.

### 2.1 OVERVIEW OF SOLAR FACILITY SYSTEM

Wareham Solar anticipates utilizing approximately 11,160 solar modules, with a total nameplate generating capacity of up to 4.75 MW<sub>[DC]</sub> (approximately 3.5 MW<sub>[AC]</sub>) on the approximately 18-acre site. Statistics and cost estimates provided in this Plan are based on a First solar Series 6 425 to 475-watt or similar module.

Electrical cabling will be removed, regardless of depth. Access roads may be left in place if requested and/or agreed to by the landowner. Public roads damaged or modified during the decommissioning and reclamation process will be repaired upon completion of the decommissioning phase.

Estimated quantities of materials to be removed and salvaged or disposed of are included in this section. Most of the materials described have salvage value; although, there are some components that will likely have none at the time of decommissioning. All recyclable materials, salvaged and non-salvage, will be recycled to the furthest extent possible. All other non-recyclable waste materials will be disposed of in accordance with state and federal law in an approved licensed solid waste facility.

Table 1 presents a summary of the primary components of the Project included in this decommissioning plan.

**Table 1 Primary Components of Solar Farm to be Decommissioned**

Component	Quantity	Unit of Measure
Solar Modules (approximate)	11,160	Each
Racking System (full equivalent racks)	233	Each
Steel Piles	2,161	Each
Inverters and Transformers	32	Each
Perimeter Fencing (approximate)	8,000	Lineal Foot (estimated)
Internal Access Roads (approximate)	3,865	Lineal Foot (estimated)
Above Ground Transmission Line	0.28	Lineal mile (estimated)

### 2.2 SOLAR MODULES

Wareham Solar is considering the First Solar Series 6 (425-475-watt) module or similar model for the Project. Each module assembly (with frame) has a total weight of



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### WAREHAM SOLAR ENERGY PROJECT, PLYMOUTH COUNTY, MASSACHUSETTS

approximately 76.1 pounds. The modules are approximately 79 inches long and 49 inches in width and are mainly comprised of non-metallic materials such as silicon, mono- or poly-crystalline glass, composite film, plastic, and epoxies, with an anodized aluminum frame.

At the time of decommissioning, module components in working condition may be refurbished and sold in a secondary market, yielding greater revenue than selling as salvage material. The revenue associated with the potential sale of modules has not been used in the calculation of net decommissioning cost.

### **2.3 RACKING SYSTEM AND SUPPORT**

The solar modules will be mounted on a fixed tilt racking system, such as the Titan racking manufactured by APA Solar Racking. For purposes of cost estimating, equivalent racking approximately 32 meters (105 feet) in length, supporting 48 solar modules in two-in-portrait format, were assumed. Smaller racks will be employed at the edges of the layout, to efficiently utilize available space. The racking system is mainly comprised of galvanized and stainless steel; steel piles that support the system are comprised of structural steel.

The solar arrays will be deactivated from the surrounding electrical system and made safe for disassembly. Liquid wastes, including oils and hydraulic fluids will be removed and properly disposed of or recycled according to regulations current at the time of decommissioning. Electronic components, and internal electrical wiring will be removed and salvaged. The steel piles will also be removed and salvaged.

### **2.4 INVERTERS**

Wareham Solar proposes to use the transformerless Sungrow inverters to be located within the arrays. The inverters will be deactivated, disassembled and removed. Depending on condition, the equipment may be sold for refurbishment and re-use. If not re-used, they will be salvaged or disposed of at an approved solid waste management facility. All oils, lubricants, and hazardous materials will be collected and disposed of at a licensed facility.

### **2.5 ELECTRICAL CABLING AND CONDUITS**

The Project's underground electrical collection system will be placed at a depth of three feet (36 inches) or greater below the ground surface. In compliance with Section 595 of the Town of Wareham Zoning By-Laws, all below-surface Project components will be removed from the site.

### **2.6 PERIMETER FENCING, SITE ACCESS AND INTERNAL ROADS**

The Wareham Solar site will include a chain-link security fence around the perimeter of the site. An access road will allow access to the substation and solar facility. Access roads

## DECOMMISSIONING PLAN

### WAREHAM SOLAR ENERGY PROJECT, PLYMOUTH COUNTY, MASSACHUSETTS

will be located within the array to allow access to the equipment. The access roads will be approximately 20 feet wide and total approximately 3,865 linear feet (0.73 miles). The access road lengths may change with final Project design. To be conservative, the decommissioning estimate assumes that all access roads will be completely removed.

During installation of the Project site access road subgrade conditions will be stabilized by placement of geogrid reinforced granular fills over soft ground. This Plan assumes that eight inches of compacted gravel will be placed over geotextile fabric. The estimated quantities of these materials are provided in Table 2.

**Table 2 Typical Access Road Construction Materials**

Item	Quantity	Unit
Geotextile	8,589	Square Yards
Gravel or granular fill; 8-inch deep	1,909	Cubic Yards

Decommissioning activities include the removal and stockpiling of aggregate materials onsite for salvage preparation. It is conservatively assumed that all Geogrid and aggregate materials will be removed from the Project site and hauled up to five miles from the Project area. Following removal of aggregate and Geogrid, the access road areas will be graded, de-compacted with deep ripper or chisel plow (ripped to 18 inches), back-filled with native subsoil and topsoil, as needed, and land contours restored as near as practicable to preconstruction conditions.

### **3.0 LAND USE AND ENVIRONMENT**

#### **3.1 CURRENT LAND USE**

The proposed solar facility is predominantly located on vacant land, bounded by Route 25 to the south, woodlands, wetland resource areas and cranberry bogs to the east, municipal buildings to the west and woodlands to the north. The southern end of the Site is wooded, while the land in the northern portion of the Site is already heavily disturbed as a result of historic sand extraction activities and consists primarily of exposed dirt/sand.

The areas of the site that are disturbed by Project facilities and activities will be restored and revegetated in consultation with the owner(s) of the Property at the time of decommissioning and in compliance with regulations in place at that time.

#### **3.2 RESTORATION, REVEGETATION AND SURFACE WATER DRAINAGE**

Project sites that have been excavated and backfilled will be graded as needed to provide proper site drainage. Topsoil, if held in reserve from project construction, will be placed on disturbed areas and seeded with appropriate vegetation to reintegrate it with the surrounding environment. Soils compacted during de-construction activities will be de-compacted, as necessary, to restore the land to pre-construction land use.

Surface water conditions at the Project site will be reassessed prior to the decommissioning phase. Wareham Solar will obtain the required water quality permits from the Massachusetts Department of the Environmental Protection (MASSDEP) and the U.S. Army Corps of Engineers (USACE), if needed, before decommissioning of the Project. Storm water permits required at the time of decommissioning will be obtained. Work will be completed to comply with the Massachusetts Stormwater Management Standards in accordance with the Massachusetts Wetlands Protection Act (WPA) Regulations (310 CMR 10.00), as well as conditions agreed upon by Wareham Solar and Plymouth County, or as directed by regulations in effect at the time of decommissioning.

#### **3.3 MAJOR EQUIPMENT REQUIRED FOR DECOMMISSIONING**

The activities involved in decommissioning the Project include removal of the Project components: solar modules, racking, foundations and piles, inverters, transformers, access roads, and electrical cabling and conduits. Restoration activities include back-filling of pile and foundation sites; de-compaction of subsoils; grading of surfaces to pre-construction land contours and revegetation of the disturbed areas.

Equipment required for the decommissioning activities is similar to what is needed to construct the solar facility and may include, but is not limited to: small cranes, low ground pressure (LGP) track mounted excavators, backhoes, LGP track bulldozers, LGP off-road end-dump trucks, front-end loaders, deep rippers, water trucks, disc plows and tractors

**DECOMMISSIONING PLAN**

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to restore subgrade conditions, and ancillary equipment. Standard dump trucks will be required to transport material removed from the site to disposal facilities.

## 4.0 DECOMMISSIONING COST ESTIMATE SUMMARY

Expenses associated with decommissioning the Project will be dependent on labor costs at the time of decommissioning. For the purposes of this report 2021 average market values were used to estimate labor expenses.

### 4.1 DECOMMISSIONING EXPENSES

Project decommissioning will incur costs associated with disposal of components not sold for salvage, including materials which will be disposed of at a licensed facility, as required. Decommissioning costs also include backfilling, grading and restoration of the proposed Project site as described in Section 2. Table 3 summarizes the estimates for activities associated with the major components of the Project.

**Table 3 Estimated Decommissioning Expenses**

Activity	Unit	Number	Cost per Unit	Total
Overhead and management (includes estimated permitting required)	Lump Sum	1	\$26,000	\$26,000
Solar modules; disassembly and removal	Each	11,160	\$4.00	\$44,640
Racking system disassembly and removal	Each	233	\$275	\$64,075
Steel pile/post removal	Each	2,161	\$12.50	\$27,013
Inverters	Each	32	\$400	\$12,800
Access road excavation and removal	Lump Sum	1	\$8,844	\$8,844
Remove below surface electrical cabling	Linear Feet	4,650	\$0.40	\$1,860
Remove above ground transmission line	Linear Mile	0.28	\$64,000	\$17,920
Perimeter fence removal	Linear Feet	8,000	\$2.80	\$22,400
Topsoil replacement and rehabilitation of site	Lump Sum	1	\$62,100	\$62,100
Public road repairs	Lump Sum	1	\$7,000	\$7,000
<b>Total estimated decommissioning cost</b>				<b>\$294,652</b>

## 4.2 DECOMMISSIONING REVENUES

Revenue from decommissioning the Project will be realized through the sale of the solar facility components and construction materials. As previously described, the value of the decommissioned components will be higher in the early stages of the Project and decline over time. Resale of components such as solar panels is expected to be greater than salvage (i.e., scrap) value for most of the life of the Project, as described below. For purposes of this report, only estimated salvage values were considered in net revenue calculations, as this is the more conservative estimate strategy. Wareham Solar acknowledges that the revenue to be realized from resale or salvage of Project facilities will not be considered in calculation of the financial security.

Modules and other solar plant components can be sold within a secondary market for re-use. A current sampling of reused solar panels indicates a wide range of pricing depending on age and condition (\$0.10 to \$0.40 per watt). Future pricing of solar panels is difficult to predict at this time, due to the relatively young age of the market, changes to solar panel technology, and the ever-increasing product demand. A conservative estimation of the value of solar panels at \$0.10 per watt would yield \$475,000. Increased costs of removal, for resale versus salvage, would be expected in order to preserve the integrity of the panels; however, the net revenue would be substantially higher than the estimated salvage value.

The resale value of components such as racking, may decline more quickly; however, the salvage value of the steel that makes up a large portion of the racking is expected to stay at or above the value used in this report.

The market value of steel and other materials fluctuates daily and has varied widely over the past five years. Salvage value estimates were based on an approximate five-year-average price of steel and copper derived from sources including on-line recycling companies and United States Geological Survey (USGS) commodity summaries. The price used to value the steel used in this report is \$204 per metric ton; aluminum at \$0.40 per pound; silicon at \$0.40 per pound and glass at \$0.05 per pound.

The main material of the racking system and piles is assumed to be salvageable steel. The main components of the solar modules are glass and silicon with aluminum framing. A 50 percent recovery rate was assumed for all panel components, due to the processing required to separate the panel components. Alternative and more efficient methods of recycling solar panels are anticipated before this Project is decommissioned, given the large number of solar facilities that are currently being developed. Table 4 summarizes the potential salvage value for the solar array components and construction materials.

**Table 4 Estimated Potential Decommissioning Revenues**

Item	Unit of Measurement	Quantity per Unit	Salvage Price per Unit	Total Salvage Price per Item	Number of Items	Total
Panels - Silicon	Pounds per Panel	1.9	\$0.40	\$0.760	11,160	\$8,482
Panels - Aluminum	Pounds per Panel	3.0	\$0.40	\$1.200	11,160	\$13,392
Panels - Glass	Pounds per Panel	28.5	\$0.05	\$1.425	11,160	\$15,903
Racking System and Posts	Metric tons per MW <sub>[DC]</sub>	43.2	\$204	\$8,813	4.75	\$41,861
Total Potential Revenue						\$79,638

\* Revenue based on salvage value only. Revenue from used panels at \$0.10 per watt could raise \$475,000 as resale versus the estimated salvage revenue.

#### 4.3 DECOMMISSIONING COST SUMMARY

Table 5 provides a summary of the estimated cost to decommission the Project, using the information detailed in Sections 4.1 and 4.2. Estimates are based on average 2021 prices, with no market fluctuations or inflation considered.

**Table 5 Decommissioning Cost Summary**

Item	Cost/Revenue
Decommissioning Expenses	<b>\$294,652</b>
Potential Revenue – salvage value of panel components and recoverable materials ( <i>Wareham Solar understands that the revenue due to resale or salvage of equipment may not be considered in determining the financial assurance.</i> )	\$79,638
Net Decommissioning Cost (with salvage value considered)	\$215,014
<b>Gross Decommissioning Cost (without salvage value considered)</b>	<b>\$294,652</b>
<b>Twenty-five (25) Percent Contingency on Gross Decommissioning Cost</b>	<b>\$73,663</b>
<b>Gross Decommissioning with 25 Percent Contingency Added (i.e., 125% of Gross Estimated Decommissioning)</b>	<b>\$368,315<sup>1</sup></b>

<sup>1</sup> Wareham Solar agrees that the surety amount will be increased by two (2) percent annually on the anniversary of Project commissioning.

#### 4.4 FINANCIAL MECHANISM/ASSURANCE

Wareham Solar has indicated that it will comply with Section 595.3 of the Town of Wareham Zoning By-Laws (By-Laws):

*Proponents of ground-mounted solar energy facilities shall provide a form of surety, either through escrow account, bond or otherwise, to cover the cost of removal in the event the town must remove the installation and remediate the landscape, in an amount and form determined to be reasonable by the Town, equivalent to 125 percent of the cost of removal and compliance with the additional requirements set forth herein. Such surety will not be required for municipal- or state-owned facilities. The project proponent shall submit a fully inclusive estimate of the costs associated with removal, prepared by a qualified engineer. The submission shall include a mechanism for calculating and adjusting the increased value of the surety removal costs due to inflation.*

Wareham Solar will post financial security as described in the By-Laws, in the amount of **\$368,315**, which represents 125 percent of the total gross estimated removal costs, with no resale or salvage value considered. Wareham Solar also agrees that the surety amount will be increased by two (2) percent each year, on the annual anniversary of Project commissioning.



## FIGURES

DECOMMISSIONING PLAN  
WAREHAM SOLAR ENERGY PROJECT, PLYMOUTH COUNTY, MASSACHUSETTS

Figure 1 Project Layout



## THE COMMONWEALTH OF MASSACHUSETTS

## DEPARTMENT OF PUBLIC WORKS

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Layout No. 5560  
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 December 19, 1963, 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 Wareham, County of Plymouth.

The layout consists of establishing a limited access State highway location for a portion of Route 25 (Relocation of Route 28) beginning at the August 26, 1924 State highway layout on Sandusky Road at the junction therewith of the Route 28 Bypass and extending thence northwesterly about 3.40 miles to the southeasterly end of the October 28, 1964 State highway layout (layout No. 5427) in said Town of Wareham, and includes a relocation of a portion of Route 6 beginning at said Route 25 and extending southwesterly about 0.55 miles to existing Route 28.

The total length of the State highway location hereby laid out is about 20,855 feet.

The main baseline of location of the State highway hereby laid out begins at a point about 500 feet easterly of Maple Springs

Road, shown on plan as station 140, and extends thence north  $67^{\circ}-54'-03''$  west, 15707.64 feet; thence by a curve to the right of 8000.00 feet radius, 2073.41 feet; thence north  $53^{\circ}-03'-04''$  west, about 174 feet to the point of ending thereof, shown on plan as about station 319+55, said point being identical with station 319+55 $\frac{1}{2}$  of the main baseline of the October 28, 1964 State highway layout (Layout No. 5427).

An auxiliary baseline "A" begins at a point in the existing roadway of Sandusky Road (Route 28), shown on plan as station 325+68.74, and extends thence northwesterly to northerly, as shown on plan, by a curve of 1000.00 feet radius, 1097.37 feet (Note: station 323+20.76 for the line back - station 95+97.72 for the line ahead); thence by another curve to the right of 1600.00 feet radius 755.67 feet to a point shown on plan as station 112+02.78 for the line back and as station 12+02.78 for the line ahead; thence by still another curve to the right of 1025.00 feet radius 604.57 feet; thence north  $64^{\circ}-53'-02''$  east 242.65 feet to the point of ending thereof in the existing roadway of Plymouth Road, shown on plan as station 20+50.00.

Note: Station 110+15.45 of auxiliary baseline "A" is identical with station 145+09.21 of the main baseline hereinbefore described.

An auxiliary baseline "B" begins at a point shown on plan as station 102+00.00 and extends thence north  $4^{\circ}-49'-12''$  west, 189.00 feet; thence by a curve to the left of 600.00 feet radius, 492.59 feet to a point shown on plan as station 108+81.59 for the line back and as station 4+33.40 for the line ahead; thence north  $51^{\circ}-51'-31''$  west, 653.85 feet; thence by a curve to the

left of 1200.00 feet radius, 335.99 feet; thence north  $22^{\circ}-05'-52''$  east, 98.00 feet to the point of ending thereof, shown on plan as station 15+21.24, said point being identical with station 157+73.28 of the main baseline hereinbefore described.

Note: Station 103+89.00 of auxiliary baseline "B" bears south  $69^{\circ}-26'-34''$  west and is 38.35 feet distant from station 104+00.00 of auxiliary baseline "A", hereinbefore described.

An auxiliary baseline "C" begins at a point shown on plan as station 0+57.53, said point being identical with station 107+75.08 of auxiliary baseline "A" hereinbefore described, and extends thence south  $67^{\circ}-54'-03''$  east, 117.38 feet; thence by a curve to the right of 132.00 feet radius, 151.67 feet; thence south  $2^{\circ}-04'-03''$  east, 367.91 feet; thence south  $26^{\circ}-41'-54''$  west, 349.14 feet to the point of ending thereof, shown on plan as station 10+43.63, said point being identical with station 99+11.52 of auxiliary baseline "A" hereinbefore described.

An auxiliary baseline "D" begins at a point in the existing roadway of Route 28, shown on plan as station 313+26.90 and extends thence south  $60^{\circ}-04'-43''$  east, 264.94 feet; thence by a curve to the right of 1200.00 feet radius 516.89 feet to a point shown on plan as station 321+08.73 for the line back and as station 1+27.01 for the line ahead; thence south  $35^{\circ}-23'-56''$  east, 372.99 feet to the point of ending thereof, shown on plan as station 5.

Note: Station 1+27.01 of auxiliary baseline "D" bears north  $75^{\circ}-35'-17''$  west and is 229.75 feet distant from station 95+97.72 of auxiliary baseline "A" hereinbefore described.

An auxiliary baseline "E" begins at a point shown on plan as station 0+23.79, said point being identical with station 320+54.87 of auxiliary baseline "D" hereinbefore described, and extends thence south  $30^{\circ}-43'-49''$  west, 176.21 feet to the point of ending thereof, shown on plan as station 2+00.00.

An auxiliary baseline "F" begins at a point in the existing roadway of Charge Pond Road, shown on plan as station 26 and extends thence, northeasterly, as shown on plan, by a curve to the right of 1164.56 feet radius, 253.25 feet; thence north  $61^{\circ}-46'-42''$  east, 1525.33 feet; thence by a curve to the left of 3149.06 feet radius, 321.42 feet to the point of ending thereof, shown on plan as station 47+00.00.

Note: Station 36+53.20 of auxiliary baseline "F" is identical with station 224+89.19 of the main baseline hereinbefore described.

An auxiliary baseline "G" begins at a point shown on plan as station 39+40.71 and extends thence north  $42^{\circ}-48'-58''$  east, 443.69 feet; thence by a curve to the left of 1600.00 feet radius, 1131.10 feet; thence north  $2^{\circ}-18'-42''$  east, 516.34 feet to a point shown on plan as station 60+31.84 for the line back and as station 59+80.16 for the line ahead; thence north  $2^{\circ}-18'-42''$  east, 261.61 feet; thence by a curve to the left of 6400.00 feet radius, 149.25 feet to the point of ending thereof

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within the existing location of Tihonet Road, shown on plan as station 63+91.02.

Note: Station 51+93.62 of auxiliary baseline "G" is identical with station 260+98.28 of the main baseline hereinbefore described.

An auxiliary baseline "H" begins at a point shown on plan as station 0+00.00, said point being identical with station 284+45.08 of the main baseline hereinbefore described, and extends thence, south  $22^{\circ}-05'-57''$  west, 98.00 feet; thence westerly by a curve to the left of 3200.00 feet radius, 425.44 feet; thence by another curve to the left of 1200.00 feet radius, 1548.69 feet to the point of ending thereof, shown on plan as station 20+72.13.

Note: Station 20+72.13 of auxiliary baseline "H" bears south  $59^{\circ}-27'-46''$  east and is 86.00 feet distant from station 773+10.00 of auxiliary baseline "I" hereinafter described.

An auxiliary baseline "I" begins at a point in the existing roadway of the November 6, 1923 State highway layout of Route 28, shown on plan as station 751+95.64 and extends thence north  $30^{\circ}-32'-14''$  east, 3477.98 feet to a point shown on plan as station 786+73.62 for the line back; thence north  $59^{\circ}-27'-46''$  west, 68.00 feet to a point shown on plan as station 786+73.62 for the line ahead; thence northeasterly to easterly by a curve of 1200.00 feet radius, 1094.16 feet; thence by another curve to the right of 800.00 feet radius, 1095.21 feet; thence south

18°-46'-53" east, 732.40 feet; thence by a curve to the left of 800.00 feet radius, 685.84 feet to the point of ending thereof, shown on plan as station 822+81.23, said point bearing north 22°-05'-57" east and being 98.00 feet distant from station 271+69.24 of the main baseline hereinbefore described.

Note: Station 784+50.00 of auxiliary baseline "I" is identical with station 298+15.00 of the main baseline hereinbefore described.

An auxiliary baseline "J" begins at a point shown on plan as station 0+00.00, said point being identical with station 769+88.66 of auxiliary baseline "I" hereinbefore described, and extends thence north 59°-27'-46" west 86.00 feet; thence northeasterly to northerly by a curve of 3200.00 feet radius, 588.14 feet; thence by another curve to the left of 880.00 feet radius, 1226.70 feet; thence north 30°-08'-15" east, 86.00 feet to the point of ending thereof, shown on plan as station 19+86.84; said point being identical with station 308+30.00 of the main baseline hereinbefore described.

An auxiliary baseline "K" begins at a point in the existing roadway of the November 6, 1923 State highway layout of Route 28, shown on plan as station 2+87.65 and extends thence, north 15°-06'-04" east, 324.13 feet; thence by a curve to the right of 3200.00 feet radius, 862.12 feet to the point of ending thereof, shown on plan as station 14+73.90, said point bearing south 59°-27'-46" east and being 86.00 feet distant from station 761+80.22 of auxiliary baseline "I" hereinbefore described.



An auxiliary baseline "L" comprises a portion of the baseline of location of the November 6, 1923 State highway layout, beginning at a point thereon shown on plan as station 137+16.23 and extending thence, following said 1923 baseline southeasterly by a curve to the right of 1067.92 feet radius, 407.56 feet; thence south  $23^{\circ}-36'-50''$  east (would be south  $1^{\circ}-36'-20''$  east if referred to the system of bearings used in 1923), 118.24 feet to a point thereon shown on plan as station 142+42.03, said point being identical with station 2+87.65 of auxiliary baseline "K" hereinbefore described.

Note: Station 139+02.07 of auxiliary baseline "L" is identical with station 751+95.64 of auxiliary baseline "I" hereinbefore described.

An auxiliary baseline "M" begins at a point in the existing roadway of the August 26, 1924 State highway layout on Route 28, shown on plan as station 323, and extends thence south  $58^{\circ}-50'-46''$  east, 355.00 feet to the point of ending thereof, shown on plan as station 326+55.00.

Note: Station 325+64.74 of auxiliary baseline "M" is identical with station 325+64.74 of auxiliary baseline "A" hereinbefore described.

The southerly location line of the State highway as hereby laid out begins at a point on the northeasterly location line of the August 26, 1924 State highway layout bearing north  $29^{\circ}-55'-17''$  east and 31.00 feet distant from station 313+26.97 of

auxiliary baseline "D" hereinbefore described, and extends thence, leaving said location line, south  $67^{\circ}-36'-43''$  east, 146.24 feet to a point bearing north  $4^{\circ}-22'-45''$  east and 55.61 feet distant from station 314+95.94 of said auxiliary baseline "D"; thence south  $57^{\circ}-38'-38''$  east, 50.00 feet to a point bearing north  $58^{\circ}-19'-14''$  east and 54.62 feet distant from said station 314+95.94; thence south  $63^{\circ}-34'-50''$  east, 261.05 feet to a point bearing south  $30^{\circ}-55'-25''$  west and 188.30 feet distant from station 102+00.00 of auxiliary baseline "B" hereinbefore described; thence north  $30^{\circ}-55'-25''$  east, 102.71 feet to a point bearing south  $30^{\circ}-55'-25''$  west and 85.59 feet distant from said station 102+00.00; thence north  $4^{\circ}-49'-12''$  west, 307.64 feet to a point bearing north  $75^{\circ}-57'-36''$  west and 51.91 feet distant from station 104+21.41 of said auxiliary baseline "B"; thence north  $24^{\circ}-42'-48''$  west, 291.92 feet to a point bearing south  $49^{\circ}-29'-38''$  west and 45.14 feet distant from station 107+62.70 of said auxiliary baseline "B"; thence north  $51^{\circ}-51'-31''$  west, 848.29 feet to a point bearing south  $22^{\circ}-05'-57''$  west and 175.00 feet distant from station 155+39.04 of the main baseline hereinbefore described; thence westerly, parallel to said main baseline and 175.00 feet distant therefrom, to a point bearing south  $22^{\circ}-05'-57''$  west and 175.00 feet distant from station 284+45.08 of said main baseline; thence north  $72^{\circ}-07'-23''$  west, 414.70 feet to a point bearing south  $14^{\circ}-28'-54''$  west and 80.00 feet distant from station 5+23.44 of auxiliary baseline "H" here-

inbefore described; thence north  $85^{\circ}-42'-07''$  west, 396.04 feet to a point bearing south  $5^{\circ}-53'-08''$  east and 80.00 feet distant from station 9+50.00 of said auxiliary baseline "H"; thence south  $72^{\circ}-01'-04''$  west, 415.80 feet to a point bearing south  $27^{\circ}-22'-17''$  east and 90.00 feet distant from station 14 of said auxiliary baseline "H"; thence south  $61^{\circ}-31'-25''$  west 282.08 feet to a point bearing south  $41^{\circ}-41'-43''$  east and 60.00 feet distant from station 17+00.00 of said auxiliary baseline "H"; thence south  $38^{\circ}-46'-36''$  west, 351.50 feet to a point bearing south  $59^{\circ}-27'-46''$  east and 64.00 feet distant from station 20+72.13 of said auxiliary baseline "H"; thence south  $30^{\circ}-32'-14''$  west, 670.00 feet to a point bearing south  $59^{\circ}-27'-46''$  east and 150.00 feet distant from station 766+40.00 of auxiliary baseline "I" hereinbefore described; thence north  $59^{\circ}-27'-46''$  west, 36.00 feet to a point bearing south  $59^{\circ}-27'-46''$  east and 114.00 feet distant from said station 766+40.00; thence south  $30^{\circ}-32'-14''$  west, 80.00 feet to a point bearing south  $59^{\circ}-27'-46''$  east and 114.00 feet distant from station 765+60.00 of said auxiliary baseline "I"; thence south  $59^{\circ}-27'-46''$  east, 36.00 feet to a point bearing south  $59^{\circ}-27'-46''$  east and 150.00 feet distant from said station 765+60.00; thence south  $30^{\circ}-32'-14''$  west, 550.36 feet to a point bearing south  $62^{\circ}-34'-35''$  east and 59.36 feet distant from station 13+00.00 of auxiliary baseline "K" hereinbefore described; thence south  $21^{\circ}-59'-25''$  west, 587.95 feet to a point bearing south  $73^{\circ}-19'-09''$  east and 60.00 feet distant from station 7+00.00 of said auxiliary baseline "K";

thence south  $6^{\circ}-20'-20''$  west, 259.81 feet to a point bearing south  $74^{\circ}-53'-56''$  east and 100.77 feet distant from station  $4+41.56$  of said auxiliary baseline "K"; thence south  $51^{\circ}-23'-10''$  west, 150.00 feet to a point of ending, on the northeasterly location line of the November 6, 1923 State highway layout of Route 28, said point bearing south  $74^{\circ}-53'-56''$  east and being 12.00 feet distant from station  $3+20.65$  of said auxiliary baseline "K"; then beginning again at a point on said 1923 location line bearing north  $30^{\circ}-00'-14''$  west and 172.27 feet distant from station  $751+95.64$  of auxiliary baseline "I" hereinbefore described, and extending thence, leaving said location line, north  $30^{\circ}-32'-14''$  east 1708.30 feet to a point bearing north  $59^{\circ}-27'-46''$  west and 64.00 feet distant from station  $0+86.00$  of auxiliary baseline "J" hereinbefore described; thence north  $25^{\circ}-40'-06''$  east 575.94 feet to a point bearing north  $69^{\circ}-59'-36''$  west and 60.00 feet distant from station  $6+74.14$  of said auxiliary baseline "J"; thence northerly to northeasterly, as shown on plan, by a curve, not tangent to the line back, of 820.00 feet radius 934.43 feet to a point bearing south  $28^{\circ}-41'-27''$  west and 175.00 feet distant from station  $306+28.01$  of the main baseline hereinbefore described; thence northwesterly, as shown on plan, by a curve to the right of 8175.00 feet radius 1178.26 feet to a point bearing south  $36^{\circ}-56'-56''$  west and 175.00 feet distant from station  $317+81.05$  of said main baseline; thence north  $53^{\circ}-03'-04''$  west about 172 feet to a point at the end of the layout, said point

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marking the southeasterly end of the southwesterly location line of the aforesaid 1964 State highway layout, and being southwesterly of and about 175 feet distant from about station 319+55 of said main baseline.

The southeasterly location line of the State highway as hereby laid out begins at a point on the southwesterly location line of the August 26, 1924 State highway layout on Route 28, said point bearing south  $31^{\circ}-09'-14''$  west and being 30.00 feet distant from station 324+49.39 of auxiliary baseline "M" hereinbefore described, and extends thence south  $31^{\circ}-09'-14''$  west 70.24 feet to the point of ending thereof, on the northeasterly location line of the February 15, 1949 State highway alteration, said point bearing south  $31^{\circ}-09'-14''$  west and being 100.24 feet distant from said station 324+49.39.

The northerly location line of the State highway as hereby laid out begins at a point on the northeasterly location line of the August 26, 1924 State highway layout, said point bearing north  $31^{\circ}-09'-14''$  east and being 30.00 feet distant from station 326+55.00 of auxiliary baseline "M" hereinbefore described and extends thence, leaving said location line, north  $42^{\circ}-11'-31''$  west, 94.21 feet to a point bearing north  $31^{\circ}-09'-14''$  east and 57.00 feet distant from station 325+64.74 of said auxiliary baseline "M"; thence north  $47^{\circ}-15'-34''$  west, 327.16 feet to a point bearing north  $51^{\circ}-13'-21''$  east and 66.00 feet distant from station 97+00.00 of auxiliary baseline "A" hereinbefore described; thence north  $30^{\circ}-35'-50''$  west, 351.54 feet to a point bearing

north  $72^{\circ}-42'-31''$  east and 50.00 feet distant from station 100+75.00 of said auxiliary baseline "A"; thence north  $0^{\circ}-30'-28''$  west, 303.50 feet to a point bearing south  $88^{\circ}-40'-13''$  east and 90.00 feet distant from station 104+00.00 of said auxiliary baseline "A"; thence north  $9^{\circ}-42'-36''$  east, 406.89 feet to a point bearing south  $22^{\circ}-05'-57''$  west and 175.00 feet distant from station 144+19.22 of the main baseline hereinbefore described; thence south  $67^{\circ}-54'-03''$  east, 187.22 feet to a point bearing south  $22^{\circ}-05'-57''$  west and 175.00 feet distant from station 142+32.00 of said main baseline; thence north  $72^{\circ}-17'-37''$  east, about 338 feet to a point bearing north  $72^{\circ}-17'-37''$  east and about 65 feet distant from station 140+22.00 of said main baseline; thence northwesterly and easterly following the edge of Mill Pond about 780 feet to a point bearing south  $30^{\circ}-20'-03''$  east and about 124 feet distant from station 16+63.98 of the aforesaid auxiliary baseline "A"; thence north  $30^{\circ}-20'-03''$  west about 99 feet to a point bearing south  $30^{\circ}-20'-03''$  east and 25.03 feet distant from said station 16+63.98; thence, northeasterly as shown on plan by a curve to the right of 1000.00 feet radius, 50.02 feet to a point bearing south  $30^{\circ}-20'-03''$  east and 25.00 feet distant from station 17+14.00 of said auxiliary baseline "A"; thence south  $30^{\circ}-20'-03''$  east, 100.00 feet to a point bearing south  $30^{\circ}-20'-03''$  east and 125.00 feet distant from said station 17+14.00; thence north  $47^{\circ}-09'-25''$  east, 340.68 feet to a point bearing south  $25^{\circ}-06'-58''$  east and 25.00 feet distant

from station 20+50.00 of said auxiliary baseline "A"; thence north  $25^{\circ}-06'-58''$  west, 50.00 feet to a point bearing north  $25^{\circ}-06'-58''$  west and 25.00 feet distant from said station 20+50.00; thence south  $74^{\circ}-48'-32''$  west, 309.07 feet to a point bearing north  $28^{\circ}-19'-19''$  west and 80.00 feet distant from station 17+50.00 of said auxiliary baseline "A"; thence south  $61^{\circ}-41'-58''$  west, 162.89 feet to a point bearing north  $36^{\circ}-42'-24''$  west and 92.00 feet distant from station 16+00.00 of said auxiliary baseline "A"; thence south  $48^{\circ}-29'-19''$  west, 217.92 feet to a point bearing north  $47^{\circ}-53'-11''$  west and 95.00 feet distant from station 14+00.00 of said auxiliary baseline "A"; thence south  $35^{\circ}-16'-25''$  west, 240.81 feet to a point bearing north  $22^{\circ}-05'-57''$  east and 175.00 feet distant from station 145+35.66 of the aforesaid main baseline; thence westerly parallel to said main baseline and 175.00 feet distant therefrom, to a point bearing north  $22^{\circ}-05'-57''$  east and 175.00 feet distant from station 271+69.24 of said main baseline; thence north  $51^{\circ}-38'-21''$  west, 293.35 feet to a point bearing north  $45^{\circ}-49'-18''$  east and 100.00 feet distant from station 819+50.00 of auxiliary baseline "I" hereinbefore described; thence north  $35^{\circ}-03'-24''$  west, 312.76 feet to a point bearing north  $71^{\circ}-13'-07''$  east and 80.00 feet distant from station 815+95.39 of said auxiliary baseline "I"; thence north  $17^{\circ}-13'-02''$  west, 732.67 feet to a point bearing north  $71^{\circ}-13'-07''$  east and 100.00 feet distant from station 808+62.99 of said auxiliary baseline "I"; thence

north  $32^{\circ}-27'-46''$  west, 182.23 feet to a point bearing north  $59^{\circ}-32'-39''$  east and 75.00 feet distant from station 807+00.00 of said auxiliary baseline "1"; thence north  $47^{\circ}-51'-20''$  west 539.58 feet to a point bearing north  $23^{\circ}-44'-03''$  east and 80.00 feet distant from station 802 of said auxiliary baseline "1"; thence north  $75^{\circ}-25'-41''$  west, 219.43 feet to a point bearing north  $9^{\circ}-24'-37''$  east and 80.00 feet distant from station 800 of said auxiliary baseline "1"; thence north  $88^{\circ}-54'-16''$  west, 254.53 feet to a point bearing north  $7^{\circ}-13'-13''$  west and 80.00 feet distant from station 797+67.78 of said auxiliary baseline "1"; thence by a curve to the left of 1280.00 feet radius, 89.25 feet to a point bearing north  $47^{\circ}-01'-30''$  west and 80.00 feet distant from station 789+34.12 of said auxiliary baseline "1"; thence south  $42^{\circ}-58'-13''$  west, 381.76 feet to a point bearing north  $24^{\circ}-11'-35''$  east and 150.00 feet distant from station 300+00.00 of the main baseline hereinbefore described; thence northwesterly, as shown on plan, by a curve to the right of 7850.00 feet radius 1747.65 feet to a point bearing north  $36^{\circ}-56'-56''$  east and 150.00 feet distant from station 317+81.05 of said main baseline; thence north  $51^{\circ}-33'-31''$  west, about 176 feet to a point at the end of the layout, said point marking the southeasterly end of the northeasterly location line of the aforesaid 1964 State highway layout and being northeasterly of and about 150 feet distant from about station 319+55 of said main baseline.



A portion of the southwesterly location line of the August 26, 1924 State highway layout is hereby re-established, and is described as follows: beginning at a point on said 1924 location line bearing south  $29^{\circ}-55'-17''$  west and 29.00 feet distant from station 313+26.90 of auxiliary baseline "D" hereinbefore described, and extending thence southeasterly, following said 1924 location line as hereby re-established, by a curve to the right of 2170.00 feet radius, 302.47 feet to a point bearing south  $31^{\circ}-44'-30''$  west and 49.96 feet distant from station 316+29.97 of said auxiliary baseline "D"; thence south  $52^{\circ}-05'-33''$  east 242.86 feet to a point bearing south  $43^{\circ}-51'-39''$  west and 49.00 feet distant from station 318+83.79 of said auxiliary baseline "D"; thence by a curve to the right of 2230.00 feet radius, 55.03 feet to the point of ending thereof bearing south  $46^{\circ}-34'-00''$  west and 42.22 feet distant from station 319+40.46 of said auxiliary baseline "D".

The location lines of the State highway hereby laid out are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof, and at an intermediate point on the southerly location line opposite station 275 of the main baseline hereinbefore described; at an intermediate point on the northerly location line opposite station 155+39.04 of said main baseline; at a point on said northerly location line bearing north  $30^{\circ}-08'-15''$  east and 150.00

feet distant from station 308+30.00 of said main baseline; at a point on the southerly location line bearing south  $32^{\circ}-04'-16''$  west and 175.00 feet distant from station 311 of said main baseline; and at a point on said southerly location line bearing north  $59^{\circ}-27'-46''$  west and 150.00 feet distant from station 762 of auxiliary baseline "I" hereinbefore described; and at intermediate points on both location lines opposite stations 165, 175, 185, 195, 205, 215, 225, 235, 245, 255 and 265 of the main baseline.

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

Free access to and egress from said State highway location is allowed:

- A. Across the southwesterly location line between a point thereon bearing south  $29^{\circ}-55'-17''$  west and 29.00 feet distant from station 313+26.90 of auxiliary baseline "D" hereinbefore described and a point thereon marking the junction therewith of the dividing line between land now or formerly of the Trustees of the Chalton Trust and land now or formerly of John J. Costa, about opposite station 315+73 of said auxiliary baseline "D".
- B. Across the southerly location line:
  1. Between a point thereon bearing north  $29^{\circ}-55'-17''$  east and 31.00 feet distant from station 313+26.97 of said auxiliary baseline "D" and a point thereon bearing north  $58^{\circ}-19'-14''$  east and 54.62 feet distant from station 314+95.94 of said auxiliary baseline "D".

2. Between points thereon bearing respectively south  $67^{\circ}-54'-03''$  east and north  $67^{\circ}-54'-03''$  west and 51.97 feet distant each from station 34+25.82 of auxiliary baseline "F" hereinbefore described.
3. Between a point thereon bearing north  $67^{\circ}-54'-03''$  west and 40.02 feet distant from station 50+17.83 of auxiliary baseline "G" hereinbefore described and a point thereon bearing south  $67^{\circ}-54'-03''$  east and 80.00 feet distant from said first described point.

C. Across the northerly location line:

1. Between a point thereon bearing north  $31^{\circ}-09'-14''$  east and 30.00 feet distant from station 326+55.00 of auxiliary baseline "H" hereinbefore described, and a point thereon bearing north  $33^{\circ}-39'-36''$  east and 64.49 feet distant from station 325+25.00 of auxiliary baseline "A" hereinbefore described.
2. Between a point thereon bearing south  $76^{\circ}-54'-03''$  east and 100.00 feet distant from station 107+00.00 of said auxiliary baseline "A" and a point thereon bearing south  $30^{\circ}-20'-03''$  east and 125.00 feet distant from station 17+14.00 of said auxiliary baseline "A".
3. Between a point thereon bearing south  $25^{\circ}-06'-58''$  east and 25.00 feet distant from station 20+50.00 of said auxiliary baseline "A" and a point thereon bearing north  $58^{\circ}-50'-58''$  west and 92.89 feet distant from station 17+50.00 of said auxiliary baseline "A".

4. Between points thereon bearing respectively north  $67^{\circ}-54'-03''$  west and south  $67^{\circ}-54'-03''$  east and 51.97 feet distant each from station 38+80.58 of auxiliary baseline "F" hereinbefore described.
5. Between a point thereon bearing north  $67^{\circ}-54'-03''$  west and 41.38 feet distant from station 53+72.27 of auxiliary baseline "G" hereinbefore described and a point thereon bearing south  $67^{\circ}-54'-03''$  east and 80.00 feet distant from said first described point.

A line across which transit is not allowed, is hereby established within the limits of the State highway location and is described as follows:

Said line of no transit begins at a point bearing south  $46^{\circ}-34'-00''$  west and 42.22 feet distant from station 319+40.46 of auxiliary baseline "D" hereinbefore described and extends thence south  $36^{\circ}-28'-12''$  east, 191.84 feet to the point of ending thereof, said point bearing south  $54^{\circ}-36'-04''$  west and being 50.00 feet distant from station 1+57.00 of said auxiliary baseline "D".

The restriction of access-egress imposed under the aforesaid February 15, 1949 State highway layout is hereby voided insofar as applicable to that portion of the northeasterly location line thereof lying northwesterly of a point thereon bearing south  $31^{\circ}-09'-14''$  west and 100.24 feet distant from station 324+49.39 of auxiliary baseline "M" hereinbefore described.

In connection with the laying out of the State highway location hereinbefore described, it is necessary to lay out 8 sections of highway on behalf of the Town of Wareham. Said sections of highway, designated on the plan hereinafter referred to as sections 1 to 8 inclusive, are hereby so laid out on behalf of said Town of Wareham under provisions of Chapter 448 of the Acts of 1948, and are described as follows:

Section 1. The first section of highway hereby laid out on behalf of the Town of Wareham comprises a widening on the northwesterly side of Apple Springs Road Extension, and is more fully described as follows:

The northwesterly location line of the first section of Town highway as hereby laid out begins at a point on the southwesterly location line of the State highway, hereinbefore described, said point bearing south  $25^{\circ}-34'-55''$  west and being 33.33 feet distant from station 314+60.00 of auxiliary baseline "D" hereinbefore described, and extends thence, leaving said State highway location line, south  $25^{\circ}-34'-55''$  west, 113.81 feet to a point at the end of the section on the existing northwesterly street line of said Road, said point bearing south  $25^{\circ}-34'-55''$  west and being 147.14 feet distant from said station 314+60.00.

Section 2. The second section of highway hereby laid out on behalf of the Town of Wareham comprises a widening on both sides of Plymouth Road adjoining the southwesterly location line of

the aforesaid November 15, 1949 State highway layout and is more fully described as follows:

The southeasterly location line of the second section of Town highway as hereby laid out begins at a point on said State highway location line bearing south  $59^{\circ}-16'-11''$  east and 38.83 feet distant from station 1+10.88 of auxiliary baseline "E" hereinbefore described, and extends thence, leaving said State highway location line, south  $56^{\circ}-26'-16''$  west 43.42 feet to a point at the end of the section, on the existing southeasterly street line of said Road, said point bearing south  $59^{\circ}-16'-11''$  east and being 20.00 feet distant from station 1+50.00 of said auxiliary baseline "E".

The northwesterly location line of the second section of Town highway as hereby laid out begins at a point on said State highway location line bearing north  $59^{\circ}-16'-11''$  west and 40.39 feet distant from station 1+01.05 of said auxiliary baseline "E" and extends thence, leaving said State highway location line, south  $8^{\circ}-06'-48''$  west 53.03 feet to a point at the end of the section, on the existing northwesterly street line of said Road, said point bearing north  $59^{\circ}-16'-11''$  west and being 20.00 feet distant from station 1+50.00 of said auxiliary baseline "E".

Section 3. The third section of highway hereby laid out in behalf of the Town of Wareham consists of establishing a location for a portion of Plymouth Road Connection, so-called, and is more fully described as follows:

The westerly location line of the third section of Town highway as hereby laid out begins at a point on the northerly location line of the State highway, hereinbefore described, said point bearing north  $81^{\circ}-54'-42''$  east and being 67.40 feet distant from station 101+50.00 of auxiliary baseline "A" hereinbefore described, and extends thence, leaving said State highway location line, north  $81^{\circ}-54'-42''$  east, 105.86 feet to a point bearing north  $63^{\circ}-18'-06''$  west and 30.35 feet distant from station 7+61.08 of auxiliary baseline "C" hereinbefore described; thence northerly, as shown on plan, by a curve to the left of 370.00 feet radius, 170.05 feet to a point bearing south  $87^{\circ}-55'-57''$  west and 30.00 feet distant from station 5+91.91 of said auxiliary baseline "C"; thence north  $2^{\circ}-04'-03''$  west, 265.33 feet to a point bearing south  $87^{\circ}-55'-57''$  west and 30.00 feet distant from station 3+26.58 of said auxiliary baseline "C"; thence north  $50^{\circ}-36'-55''$  west, 106.55 feet to a point at the end of the section, again on said State highway location line, said point bearing south  $76^{\circ}-54'-03''$  east and being 100.00 feet distant from station 107+00.00 of the aforesaid auxiliary baseline "A".

The easterly location line of the third section of Town highway as hereby laid out begins at a point on the northerly location line of the State highway hereinbefore described, said point bearing south  $30^{\circ}-35'-50''$  east and being 35.65 feet distant from station 9+56.71 of the aforesaid auxiliary baseline "C" and extends thence, leaving said State highway location line, north  $26^{\circ}-41'-54''$  east, 178.91 feet to a point bearing

south  $63^{\circ}-18'-06''$  east and 30.00 feet distant from station 7+97.07 of said auxiliary baseline "C"; thence by a curve to the left of 430.00 feet radius, 215.88 feet to a point bearing north  $87^{\circ}-55'-57''$  east and 30.00 feet distant from station 5+91.91 of said auxiliary baseline "C"; thence north  $2^{\circ}-04'-03''$  west 408.57 feet to a point at the end of the section, again on the State highway location line, said point bearing south  $22^{\circ}-05'-57''$  west and being 175.00 feet distant from station 142+94.20 of the main baseline hereinbefore described.

Section 4. The fourth section of highway hereby laid out on behalf of the Town of Wareham adjoins the southerly location line of the State highway, hereinbefore described, and consists of widening a portion of the existing location of Charge Pond road, on both sides thereof, and is more fully described as follows:

The southeasterly location line of the fourth section of Town highway as hereby laid out begins at a point on said State highway location line bearing south  $67^{\circ}-54'-03''$  east and 51.97 feet distant from station 34+25.82 of auxiliary baseline "F" hereinbefore described, and extends thence leaving said State highway location line, south  $61^{\circ}-46'-42''$  west, 605.75 feet to a point bearing south  $28^{\circ}-13'-18''$  east and 40.00 feet distant from station 28+53.25 of said auxiliary baseline "F"; thence north  $28^{\circ}-13'-18''$  west, 15.00 feet to a point at the end of the section, on the existing southeasterly street line of said Charge Pond road, said point bearing south  $28^{\circ}-13'-18''$  east and being 25.00 feet distant from said station 28+53.25.



The northwesterly location line of the fourth section of Town highway as hereby laid out begins at a point on said State highway location line bearing north  $67^{\circ}-54'-03''$  west and 51.97 feet distant from station 34+25.82 of auxiliary baseline "F" hereinbefore described and extends thence, leaving said State highway location line, south  $61^{\circ}-46'-42''$  west, 337.83 feet to a point bearing north  $44^{\circ}-56'-53''$  west and 41.77 feet distant from station 30+66.82 of said auxiliary baseline "F"; thence north  $44^{\circ}-56'-53''$  west, 124.48 feet to a point bearing north  $44^{\circ}-56'-53''$  west and 166.25 feet distant from said station 30+66.82; thence south  $45^{\circ}-09'-42''$  west, 63.70 feet to a point bearing north  $44^{\circ}-50'-18''$  west and 147.14 feet distant from station 30+00.01 of said auxiliary baseline "F"; thence south  $44^{\circ}-50'-18''$  east, 105.40 feet to a point bearing north  $44^{\circ}-50'-18''$  west and 41.74 feet distant from said station 30+00.01; thence south  $61^{\circ}-46'-42''$  west, 134.82 feet to a point bearing north  $28^{\circ}-13'-18''$  west and 40.00 feet distant from station 28+53.25 of said auxiliary baseline "F"; thence south  $28^{\circ}-13'-18''$  east, 15.00 feet to a point at the end of the section, on the existing northwesterly street line of Charge Pond Road, said point bearing north  $28^{\circ}-13'-18''$  west and being 25.00 feet distant from said station 28+53.25.

Section 5. The fifth section of highway hereby laid out on behalf of the Town of Wareham adjoins the northerly location line of the State highway, hereinbefore described, and consists of widening a portion of the existing location of Charge Pond Road on both sides thereof, and is more fully described as follows:

The southeasterly location line of the fifth section of Town highway as hereby laid out begins at a point on the existing southeasterly street line of Charge Pond road bearing south  $34^{\circ}-04'-11''$  east and 25.00 feet distant from station 47+00.00 of auxiliary baseline "F" hereinbefore described, and extends thence, leaving said street line, south  $48^{\circ}-23'-50''$  west, 102.13 feet to a point bearing south  $32^{\circ}-15'-01''$  east and 40.00 feet distant from station 46+00.00 of said auxiliary baseline "F"; thence, not tangent to the line back, by a curve to the right of 3189.06 feet radius, 224.23 feet to a point bearing south  $28^{\circ}-13'-18''$  east and 40.00 feet distant from station 43+78.58 of said auxiliary baseline "F"; thence south  $61^{\circ}-46'-42''$  west, 464.82 feet to a point at the end of the section, on said State highway location line, said point bearing south  $67^{\circ}-54'-03''$  east and being 51.97 feet distant from station 38+80.58 of said auxiliary baseline "F".

The northwesterly location line of the fifth section of Town highway as hereby laid out begins at a point on the existing northwesterly street line of Charge Pond road bearing north  $34^{\circ}-01'-11''$  west and 25.00 feet distant from station 47+00.00 of auxiliary baseline "F" hereinbefore described, and extends thence, leaving said street line, south  $65^{\circ}-27'-34''$  west, 100.09 feet to a point bearing north  $32^{\circ}-15'-01''$  west and 40.00 feet distant from station 46+00.00 of said auxiliary baseline "F"; thence southwesterly parallel to said auxiliary baseline "F" and 40.00 feet distant northwesterly therefrom, to a point at the end of the section, on said State highway location line, said point bearing north  $67^{\circ}-54'-03''$  west and being 51.97 feet distant from station 38+80.58 of said auxiliary baseline "F".

The sixth section of highway hereby laid out on behalf of the Town of Wareham comprises a widening of a portion of Tihonet Road on both sides thereof and adjoins the southerly location line of the State highway, hereinbefore described, and is more fully described as follows:

The northwesterly location <sup>line</sup> of the sixth section of Town highway as hereby laid out begins at a point on the existing north-westerly street line of said Tihonet road, bearing north  $47^{\circ}-11'-02''$  west and 46.44 feet distant from station 41+22.50 of auxiliary baseline "G" hereinbefore described, and extends thence, leaving said street line, north  $44^{\circ}-13'-30''$  east, 261.98 feet to a point bearing north  $47^{\circ}-11'-02''$  west and 40.00 feet distant from station 43+84.40 of said auxiliary baseline "G"; thence by a curve to the left of 1560.00 feet radius, 618.97 feet to a point at the end of the section, on said State highway location line, said point bearing north  $67^{\circ}-54'-03''$  west and being 40.02 feet distant from station 50+17.83 of said auxiliary baseline "G".

The southeasterly location line of the sixth section of Town highway as hereby laid out begins at a point on the existing southeasterly street line of Tihonet road bearing north  $47^{\circ}-11'-02''$  west and 0.57 feet distant from station 39+40.71 of auxiliary baseline "G" hereinbefore described, and extends thence, leaving said street line, north  $46^{\circ}-00'-26''$  east, 295.06 feet to the point of ending thereof, again on said existing southeasterly street line, said point bearing south  $47^{\circ}-11'-02''$  east and being 15.86 feet distant from station 42+35.30 of said auxiliary baseline "G".

Section 7. The seventh section of highway hereby laid out on behalf of the Town of Wareham adjoins the northerly location line of the State highway hereinbefore described, and comprises a widening of a portion of Tihonet Road, on the westerly side thereof and is more fully described as follows:

The westerly location line of the seventh section of Town highway as hereby laid out begins at a point on said State highway location line bearing north  $67^{\circ}-54'-03''$  west and 41.38 feet distant from station 53+72.27 of auxiliary baseline "G" hereinbefore described; and extends thence, leaving said State highway location line, north  $5^{\circ}-40'-59''$  east, 74.76 feet to a point bearing north  $85^{\circ}-41'-20''$  west and 40.00 feet distant from station 54+59.70 of said auxiliary baseline "G"; thence north  $4^{\circ}-18'-40''$  east, 88.95 feet to a point bearing north  $87^{\circ}-41'-18''$  west and 37.85 feet distant from station 55+50.00 of said auxiliary baseline "G"; thence north  $87^{\circ}-41'-18''$  west, about 37 feet to a point on the easterly boundary line of an existing right of way easement, said point bearing north  $87^{\circ}-41'-18''$  west and being about 75 feet distant from said station 55+50.00; thence following said boundary line north  $0^{\circ}-18'-26''$  east, 100.06 feet to a point thereon bearing north  $87^{\circ}-41'-18''$  west and about 78 feet distant from station 56+50.00 of said auxiliary baseline "G"; thence, leaving said boundary line, and extending south  $87^{\circ}-41'-18''$  east, about 44 feet to a point bearing north  $87^{\circ}-41'-18''$  west and 34.35 feet distant from said

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station 56+50.00; thence north  $4^{\circ}-18'-40''$  east, 793.05 feet to a point at the end of the section, on the existing westerly street line of said Tihonet Road, said point bearing north  $89^{\circ}-01'-28''$  west and being 4.95 feet distant from station 63+91.02 of said auxiliary baseline "O".

The eighth section of highway hereby laid out on behalf of the Town of Wareham consists of widening a portion of Maple Springs Road on the southeasterly side thereof and adjoins the southerly location line of the State highway, hereinbefore described, and is more fully described as follows:

The southeasterly location line of the eighth section of Town highway as hereby laid out begins at a point on said State highway location line bearing south  $79^{\circ}-06'-56''$  west and 49.40 feet distant from station 104+21.41 of auxiliary baseline "B" hereinbefore described and extends thence, leaving said State highway location line, south  $79^{\circ}-06'-56''$  west, 124.21 feet to a point at the end of the section, on the existing southeasterly street line of Maple Springs Road, said point bearing south  $79^{\circ}-06'-56''$  west and being 173.61 feet distant from said station 104+21.41.

The location lines of the sections of Town highway laid out as hereinbefore described 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 foregoing layout, certain land outside the limits of the State highway location hereinbefore described and adjoining said location and which land is needed for the purpose of draining and maintaining said State highway location, is hereby taken in fee simple, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), 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. Said land is shown on the plan hereinafter referred to as Parcel 1-B-1-F and is described as follows:

Parcel 1-B-1-F. A parcel of land supposed to be owned by Edward D. Gracia, adjoining the northerly location line of the State highway, hereinbefore described, bounded by said location line and by the line connecting the following points; about opposite station 324+40 of auxiliary baseline "A" hereinbefore described, and on said location line; about opposite station 323+83 of said auxiliary baseline "A" and about 288 feet distant therefrom; about opposite station 96+40 of said auxiliary baseline "A" and about 270 feet distant therefrom; and opposite station 323+55 of said auxiliary baseline "A" and on said location line. Said parcel contains about 0.37 acres.

Easements are hereby taken in the parcels of land hereinafter described as parcels 1-R-1 to 1-R-15 inclusive under the provisions of Chapter 448 of the Acts of 1943, in behalf of owners of land whose right of access thereto and egress therefrom would otherwise become inoperative due to the limited access provisions of the State highway laid out as hereinbefore described, and consist of the right to enter upon said land at any time and to construct thereon and to maintain and use a roadway and necessary utilities.

An auxiliary baseline "O" of location for Parcels 1-R-1 to 1-R-4 inclusive begins at a point shown on plan as station 0+00.00, said point being identical with station 17+50.00 of auxiliary baseline "A" hereinbefore described, and extends thence north  $33^{\circ} 23' 38''$  west 430.46 feet; thence north  $85^{\circ} 02' 00''$  west 129.18 feet; thence north  $75^{\circ} 21' 47''$  west 76.29 feet; thence north  $54^{\circ} 12' 43''$  west 68.68 feet; thence north  $68^{\circ} 13' 12''$  west 56.09 feet; thence north  $37^{\circ} 09' 27''$  west 155.63 feet; thence north  $65^{\circ} 38' 03''$  west 32.14 feet; thence south  $84^{\circ} 37' 00''$  west 76.64 feet; thence south  $74^{\circ} 20' 45''$  west 108.14 feet; thence south  $85^{\circ} 41' 56''$  west 41.87 feet; thence north  $50^{\circ} 19' 15''$  west 55.74 feet; thence north  $20^{\circ} 10' 53''$  west 171.83 feet to a point shown on plan as station 14+02.69 for the line back and as station 13+33.90 for the line ahead; thence south  $88^{\circ} 07' 23''$  west 181.23 feet; thence north  $68^{\circ} 56' 57''$  west 187.63 feet; thence north  $72^{\circ} 20' 21''$  west 123.25 feet; thence north  $25^{\circ} 02' 39''$  west 97.82 feet; thence north  $44^{\circ} 57' 43''$  west 212.57 feet; thence north  $86^{\circ} 48' 58''$  west 59.07 feet; thence south  $64^{\circ} 48' 16''$  west 88.99 feet; thence south  $40^{\circ} 00' 46''$  west 221.54 feet; thence south  $24^{\circ} 22' 35''$  west 101.53 feet; thence south  $6^{\circ} 37' 58''$  west 106.12 feet; thence south  $71^{\circ} 06' 18''$  west 116.85 feet; thence north  $85^{\circ} 14' 18''$  west 84.38 feet; thence north  $77^{\circ} 33' 41''$  west 94.69 feet; thence south  $81^{\circ} 45'$

08" west 271.17 feet; thence south 88° 03' 15" west 126.74 feet; thence north 55° 43' 23" west 41.67 feet; thence north 5° 43' 02" west 118.19 feet; thence north 26° 31' 29" west 102.34 feet; thence north 51° 49' 10" west 104.04 feet; thence north 57° 42' 53" west 97.02 feet; thence south 29° 59' 32" west 235.79 feet; thence south 37° 11' 28" east 197.85 feet; thence south 22° 07' 03" west 138.94 feet to the point of ending thereof, shown on plan as station 44+51.32, said point being identical with station 172+25.62 of the main baseline hereinbefore described.

Parcel 1-R-1. A strip of land 80 feet in width supposed to be owned by the Portuguese Evangelical Church, the aforesaid rights therein being hereby taken in behalf of Chester A. Dolan, Jr., Thomas E. McGovern, and Allan A. Comeau, Trustees of the Chalton Trust, and of Thomas E. Doherty, said strip being centered on the above-described auxiliary baseline "O" and extending between the northerly location line of the State Highway, laid out as hereinbefore described (at about station 4+80 of said baseline) and land now or formerly of Chester A. Dolan, Jr., Thomas E. McGovern, and Allan A. Comeau, Trustees of the Chalton Trust (at about station 4+17 of said baseline); and containing about 0.63 acres.

Parcel 1-R-2. A strip of land for the most part 20 feet in width, as shown on plan, supposed to be owned by Chester A. Dolan, Jr., Thomas E. McGovern, and Allan A. Comeau, Trustees of the Chalton Trust, the aforesaid rights therein being hereby taken in behalf of Thomas F. Doherty. Said strip has its northerly boundary parallel to and 10 feet distant northerly from the above-described auxiliary baseline "O" and extends between a point northeasterly of and 50 feet distant from station 4+21.01 of said baseline, and registered land of said Trustees (at about station 8+48 of said baseline); and contains about 0.21 acres.



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Parcel 1-R-3. A parcel of land owned by Chester A. Dolan, Jr., Thomas E. McGovern, and Allan A. Comeau, Trustees of the Chalton Trust, comprising a portion of the land registered in the Land Court, at Boston (Land Court Case 15786), and recorded in the Registered Land Division of the Registry of Deeds for Plymouth County, at Plymouth, under Certificate 37299, Book 186, Page 99, the aforesaid rights therein being hereby taken in behalf of Thomas E. Doherty, said parcel being bounded northerly by the dividing line between registered land of said Trustees and other land now or formerly of said Trustees and by the line connecting the following points; about opposite and 10 feet distant from station 6+10 of the above-described auxiliary baseline "O" and on said dividing line; about opposite and 10 feet distant southwesterly from station 6+10 of said baseline; and about opposite and 10 feet distant from station 6+55 of said baseline and on said dividing line; and containing about 60 square feet.

Parcel 1-R-4. A strip of land 20 feet in width owned by Chester A. Dolan, Jr., Thomas E. McGovern, and Allan A. Comeau, Trustees of the Chalton Trust, comprising a portion of the land registered in the Land Court, at Boston (Land Court Case 15786); and recorded in the Registered Land Division of the Registry of Deeds for Plymouth County, at Plymouth, under Certificate 37299, Book 186, Page 99, the aforesaid rights therein being hereby taken in behalf of Thomas E. Doherty, said strip being centered on the above-described auxiliary baseline "O" and extending between other land now or formerly of said Trustees and land now or formerly of Thomas E. Doherty; and containing about 1.42 acres.

An auxiliary baseline "P" of location for Parcels 1-R-5 to 1-R-8 inclusive begins at the point of ending of auxiliary baseline "F", shown on plan as station 47+00.00, and extends thence northeasterly, as shown on plan, by a curve to the left of 3149.06 feet radius 276.97 feet; thence north 50° 51' 27" east 629.87

feet to a point shown on plan as station 56+06.84 for the line back and as station 0+00.00 for the line ahead; thence south  $54^{\circ} 55' 28''$  east 141.24 feet; thence south  $32^{\circ} 45' 14''$  east 112.93 feet; thence south  $24^{\circ} 58' 46''$  east 83.49 feet; thence south  $58^{\circ} 22' 33''$  east 194.48 feet; thence south  $78^{\circ} 14' 56''$  east 173.25 feet; thence north  $87^{\circ} 50' 09''$  east 191.32 feet; thence south  $55^{\circ} 14' 33''$  east 87.10 feet; thence south  $82^{\circ} 58' 57''$  east 194.52 feet; thence south  $53^{\circ} 24' 01''$  east 134.97 feet; thence south  $36^{\circ} 28' 53''$  east 311.53 feet; thence south  $46^{\circ} 21' 40''$  east 131.82 feet; thence south  $69^{\circ} 23' 21''$  east 68.80 feet; thence north  $87^{\circ} 13' 31''$  east 161.60 feet; thence north  $74^{\circ} 28' 26''$  east 91.85 feet; thence north  $51^{\circ} 40' 34''$  east 143.42 feet; thence north  $66^{\circ} 50' 03''$  east 99.30 feet; thence north  $74^{\circ} 06' 44''$  east 249.01 feet; thence north  $47^{\circ} 23' 04''$  east 50.27 feet; thence north  $71^{\circ} 14' 04''$  east 323.86 feet; thence north  $24^{\circ} 42' 04''$  east 195.05 feet; thence north  $71^{\circ} 20' 21''$  west 50.93 feet; thence north  $43^{\circ} 32' 26''$  west 178.31 feet to the point of ending thereof, shown on plan as station 33+70.77.

**Parcel 1-R-5.** A strip of land 20 feet in width supposed to be owned by the G. and P. Cranberry Co., Inc., the aforesaid rights therein being hereby taken in behalf of Gilbert T. Beaton and Ruth E. Beaton, and Kenneth D. Beaton and Marjorie L. Beaton, of an owner of land, at present unknown, and of Nils A. Swanson, said strip being centered on the above-described auxiliary baseline "P" and extending between the existing southeasterly street line of Charge Pond Road (at about station 0+26 of said baseline) and land now or formerly of Nils A. Swanson (at about station 4+86 of said baseline); and containing about 0.30 acres.

**Parcel 1-R-6.** A strip of land 20 feet in width supposed to be owned by Nils A. Swanson, the aforesaid rights therein being hereby taken in behalf of

Piece from  
Charge Pond  
Road to site

Piece across  
site

Gilbert T. Beaton and Ruth E. Beaton, and Kenneth D. Beaton and Marjorie L. Beaton, and of an owner of land, at present unknown, said strip being centered on the above-described auxiliary baseline "P" and extending between land now or formerly of the C. and P. Cranberry Corporation Co., Inc. (at about station 6+86 of said baseline) and land of an owner unknown (at about station 10+78 of said baseline); and containing about 0.16 acres.

Parcel 1-R-7. A strip of land 20 feet in width, of an owner unknown, the aforesaid rights therein being hereby taken in behalf of Gilbert T. Beaton and Ruth E. Beaton, and Kenneth D. Beaton and Marjorie L. Beaton, and of Nils A. Swanson, said strip being centered on the above-described auxiliary baseline "P" and extending from land now or formerly of Nils A. Swanson (at about station 10+78 of said baseline) and other land of said Swanson (at about station 18+37 of said baseline); and containing about 0.35 acres.

Parcel 1-R-8. A strip of land 20 feet in width supposed to be owned by Nils A. Swanson, the aforesaid rights therein being hereby taken in behalf of Gilbert T. Beaton and Ruth E. Beaton, and Kenneth D. Beaton and Marjorie L. Beaton, and of an owner of land, at present unknown, said strip being centered on the above-described auxiliary baseline "P" and extending between land of an owner unknown (at about station 18+37 of said baseline) and land now or formerly of Gilbert T. Beaton and Ruth E. Beaton, and Kenneth D. Beaton and Marjorie L. Beaton, and of land of an Owner Unknown; and containing about 0.64 acres.

An auxiliary baseline "Q" of location for Parcels 1-R-9 to 1-R-12 inclusive begins at a point shown on plan as station 0+00.00, said point being identical with station 13+00.00 of auxiliary baseline "F" hereinbefore described, and extends thence north 48° 32' 33" west 1022.67 feet to the point of ending thereof,

shown on plan as station 10+22.67.

Parcel 1-R-9. A parcel of land supposed to be owned by the G. and P. Cranberry Co., Inc., the aforesaid rights therein being hereby taken in behalf of A. D. Makepeace Co., of Ocean Spray Cranberries, Inc., of Nathaniel Wing, Jr. and Elinor Wing, of Irving G. Besse et al, and of others having rights in an existing way; adjoining the northwesterly location line of the fifth section of Town Highway laid out as hereinbefore described; bounded by said location line and by the line connecting the following points: about opposite station 3+66 of the above-described auxiliary baseline "2" and 62 feet distant southwesterly therefrom and on said location line; about opposite station 1+20 of said baseline and about 53 feet distant southwesterly therefrom; about opposite station 1+36 of said baseline and about 49 feet distant northeasterly therefrom; and about opposite station 3+15 of said baseline and about 69 feet distant northeasterly therefrom and on said location line; containing about 0.23 acres.

Parcel 1-R-10. A parcel of land supposed to be owned by Irving G. Besse et al, the aforesaid rights therein being hereby taken in behalf of A. D. Makepeace Co., of Ocean Spray Cranberries, Inc., of Nathaniel Wing, Jr. and Elinor Wing, and of others having rights in an existing way; extending between land now or formerly of G. and P. Cranberry Co., Inc. and land now or formerly of Nathaniel Wing, Jr. and Elinor Wing, and bounded by the line connecting the following points: about opposite station 1+20 of the above-described auxiliary baseline "1" and about 53 feet distant southwesterly therefrom; opposite station 3 of said baseline and 20 feet distant southwesterly therefrom; about opposite station 5+15 of said baseline and 20 feet distant southwesterly therefrom; about opposite station 4+81 of said baseline and 20 feet distant northeasterly therefrom; opposite station 3 of said baseline and 20 feet distant northeasterly therefrom; about opposite station 1+36 and about 49 feet distant northeasterly

therefrom; and about opposite station 1+20 of said baseline and about 53 feet distant southwesterly therefrom; containing about 0.46 acres.

Parcel 1-R-11. A parcel of land supposed to be owned by Nathaniel Wing, Jr. and Elinor Wing, the aforesaid rights therein being hereby taken in behalf of A. D. Makepeace Co., of Ocean Spray Cranberries Inc., and of others having rights in an existing way; extending between land now or formerly of Irving G. Besse et al and land now or formerly of Ocean Spray Cranberries Inc., and land now or formerly of A. D. Makepeace Co., and bounded by the line connecting the following points: about opposite station 5+15 of the above-described auxiliary baseline "Q" and 20 feet distant southwesterly therefrom; about opposite station 9+95 of said baseline and 20 feet distant southwesterly therefrom; about opposite station 9+93 of said baseline and about 3 1/2 feet distant southwesterly therefrom; at about station 10+22.67 of said baseline; northeasterly of and about 51 feet distant from said station 10+22.67, as measured along the center of an existing dirt road; about opposite station 10+12 of said baseline and about 5 1/2 feet distant northeasterly therefrom; about opposite station 10+05 of said baseline and 20 feet distant northeasterly therefrom; about opposite station 4+81 of said baseline and 20 feet distant northeasterly therefrom; and about opposite station 5+15 of said baseline and 20 feet distant southwesterly therefrom; containing about 0.50 acres.

Parcel 1-R-12. A parcel of land supposed to be owned by Ocean Spray Cranberries Inc., the aforesaid rights therein being hereby taken in behalf of A. D. Makepeace Co., and of others having rights in an existing way; extending between land now or formerly of Nathaniel Wing, Jr. and Elinor Wing and land now or formerly of A. D. Makepeace Co. and bounded by the line connecting the following points: about opposite station 9+93 of the above-described auxiliary baseline "Q" and about 3 1/2 feet distant southwesterly therefrom; about opposite station

9+90 of said baseline and about 45 feet distant southwesterly therefrom; southwesterly of and about 50 feet distant from station 10+22.67 of said baseline, as measured along the center of an existing dirt road; at about station 10+22.67 of said baseline; and about opposite station 9+93 of said baseline and about 34 feet distant southwesterly therefrom; containing about 650 square feet.

An auxiliary baseline "R" of location for Parcels 1-R-13 to 1-R-15 inclusive begins at a point shown on plan as station 0+00.00, said point being identical with station 120+77.28 of the baseline of location of the November 6, 1923 State highway layout on Route 28 and extends thence north  $28^{\circ} 07' 18''$  east 274.44 feet; thence north  $46^{\circ} 27' 58''$  east 101.64 feet; thence north  $55^{\circ} 33' 43''$  east 194.85 feet; thence north  $37^{\circ} 16' 46''$  east 264.86 feet; thence north  $29^{\circ} 03' 34''$  east 212.74 feet; thence north  $25^{\circ} 47' 21''$  east 216.50 feet; thence north  $35^{\circ} 45' 23''$  east 179.14 feet; thence north  $59^{\circ} 11' 12''$  east 54.56 feet; thence south  $84^{\circ} 31' 15''$  east 67.68 feet; thence south  $63^{\circ} 59' 09''$  east 361.42 feet; thence south  $61^{\circ} 18' 13''$  east 180.93 feet; thence south  $77^{\circ} 39' 34''$  east 290.51 feet; thence south  $84^{\circ} 26' 20''$  east 372.85 feet; thence north  $72^{\circ} 21' 23''$  east 53.11 feet; thence south  $2^{\circ} 21' 31''$  west 257.25 feet; thence south  $13^{\circ} 02' 20''$  east 352.76 feet to the point of ending thereof, shown on plan as station 34+35.24, said point being identical with station 769+88.64 of auxiliary base line "I" hereinbefore described.

Parcel 1-R-13. A strip of land 10 feet in width supposed to be owned by the Estate of Adolph H. Fielding, the aforesaid rights therein being hereby taken in behalf of Nathaniel Wing, Jr. and Elinor Wing, of Chester A. Dolan, Jr., Thomas E. Melovern and Allan A. Comeau, Trustees of the Chalton Trust, and of John Rodrigues and Mary Rodrigues. Said strip adjoins the above-described auxiliary baseline "R" (the southeasterly boundary of land now or formerly of John Rodrigues and Mary Rodrigues) on the southeasterly side thereof between Route 28 (at about

station 0+59 of said baseline) and land now or formerly of Chester A. Dolan, Jr., Thomas E. McGovern and Allan A. Comeau, Trustees of the Chalton Trust (at about station 4+35 of said baseline), and contains about 3780 square feet.

Parcel 1-R-14. A strip of land 10 feet in width supposed to be owned by John Rodrigues and Mary Rodrigues, the aforesaid rights therein being hereby taken in behalf of Nathaniel Wing, Jr. and Elinor Wing, of Chester A. Dolan, Jr., Thomas E. McGovern and Allan A. Comeau, Trustees of the Chalton Trust, and of the Estate of Adolph H. Fielding. Said strip adjoins the above-described auxiliary baseline "R" (in part the northwesterly boundary of land now or formerly of the Estate of Adolph H. Fielding and in part the northwesterly boundary of land now or formerly of Chester A. Dolan, Jr., Thomas E. McGovern and Allan A. Comeau, Trustees of the Chalton Trust) on the northwesterly side thereof between Route 28 (at about station 0+59 of said baseline) and land of said Trustees (at about station 12+57 of said baseline), and contains about 0.27 acres.

Parcel 1-R-15. A parcel of land supposed to be owned by Chester A. Dolan, Jr., Thomas E. McGovern and Allan A. Comeau, Trustees of the Chalton Trust, the aforesaid rights therein being hereby taken in behalf of Nathaniel Wing, Jr. and Elinor Wing, and of John Rodrigues and Mary Rodrigues. Said parcel comprises a strip 10 feet in width adjoining the above-described auxiliary baseline "R" (the southeasterly boundary of land now or formerly of John Rodrigues and Mary Rodrigues) on the southeasterly side thereof between land now or formerly of the Estate of Adolph H. Fielding (at about station 4+35 of said baseline) and station 12+57 of said baseline together with a strip 20 feet in width centered on said baseline and extending between said station 12+57 and land now or formerly of Nathaniel Wing, Jr. and Elinor Wing (at about station 26+79 of said baseline), containing about 0.84 acres.

An easement is hereby taken in the parcel of land hereinafter described as

Parcel 1-D-1 for the purpose of draining and maintaining said State highway and consists of the right to enter upon said land at any time and to construct thereon and to maintain and use drainage structures and/or drainage ditches, together with the right to discharge surface water upon said land.

Parcel 1-F-1. A parcel of land supposed to be owned by Chester A. Dolan, Jr., Thomas E. McGovern, and Allan A. Comeau, Trustees of the Chalton Trust, adjoining the southwesterly location line of the State highway, hereinbefore described, bounded by said location line and by the line connecting the following points; about opposite station 315+70 of auxiliary aseline "D" hereinbefore described, and on said location line; about opposite station 315+50 of said auxiliary baseline "D" and 100 feet from said location line; opposite station 316+56 of said auxiliary baseline "D" and 100 feet from said location line; and opposite station 316+63 of said auxiliary baseline "D" and on said location line. Said parcel contains about 0.23 acres.

Easements are hereby taken in behalf of the Town of Wareham in the parcels of land hereinafter described as Parcels 1-D-2-T, 1-D-4-T, 1-D-5-T and 1-D-6-T for the purpose of draining and maintaining sections of town way laid out as 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 drainage ditches, together with the right to discharge surface water upon said land.

Parcel 1-B-2-T. A parcel of land supposed to be owned by John J. and Kena G. Costa, adjoining the westerly location line of the third section of highway laid out on behalf of the Town of Wareham, as hereinbefore described, bounded by said location line and by the line connecting the following points; opposite station 3+92 of auxiliary baseline "C" hereinbefore described, and on said location line; opposite said station 3+92 and 75 feet from said location line; opposite station



4+22 of said auxiliary baseline "C" and 75 feet from said location line; and opposite said station 4+22 and on said location line. Said parcel contains about 2250 square feet.

Parcel 1-D-4-I. A parcel of land supposed to be owned by A. D. Makepeace Co., adjoining the northwesterly location line of the sixth section of highway laid out on behalf of the Town of Wareham, as hereinbefore described, bounded by said location line and by the line connecting the following points: opposite station 41+92 of auxiliary baseline "G" hereinbefore described, and on said location line; opposite said station 41+92 and 15 feet from said location line; opposite station 42+07 of said auxiliary baseline "G" and 15 feet from said location line; and opposite said station 42+07 and on said location line; containing about 225 square feet.

Parcel 1-D-5-T. A parcel of land supposed to be owned by A. D. Makepeace Co., adjoining the northwesterly location line of the sixth section of highway laid out on behalf of the Town of Wareham, as hereinbefore described, bounded by said location line and by the line connecting the following points: opposite station 44+40 of auxiliary baseline "G" hereinbefore described, and on said location line; opposite station 44+60 of said auxiliary baseline "G" and 35 feet from said location line; opposite station 47+10 of said auxiliary baseline "G" and 75 feet from said location line; and opposite said station 47+10 and on said location line, containing about 0.32 acres.

Parcel 1-D-6-T. A parcel of land supposed to be owned by A. D. Makepeace Co., adjoining the westerly location line of the seventh section of highway laid out on behalf of the Town of Wareham, as hereinbefore described, bounded by said location line and by the line connecting the following points: opposite station 56+75 of auxiliary baseline "G" hereinbefore described and on said location line; opposite said station 56+75 and about 48 feet from said location line; opposite

station 59+25 of said auxiliary baseline "G" and about 68 feet from said location line; and opposite station 62+50 of said auxiliary baseline "G" and on said location line, containing about 0.62 acres.

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-TR-1 to 1-TR-6, inclusive. Said easements are hereby taken for the purpose of providing a temporary detour during the construction and/or reconstruction of said State highway and consist of the right to enter upon said land at any time during the effective period of the easements and to construct thereon and to maintain and use a temporary roadway and necessary utilities. Said easements are temporary in nature and are to be in effect only until 3 years from the date of this instrument.

Parcel 1-TR-1. A parcel of land supposed to be owned by Irving C. Besse et al adjoining the northwesterly street line of Charge Pond Road, bounded by said street line and by the line connecting the following points: opposite station 26 of auxiliary baseline "F" hereinbefore described and on said street line; about opposite station 27+34 of said auxiliary baseline "F" and 36 feet from said street line and about opposite station 27+39 of said auxiliary baseline "F" and on said street line.

Parcel 1-TR-2. A parcel of land supposed to be owned by the Town of Wareham located on the northwesterly side of Charge Pond Road bounded by the northwesterly street line thereof, by the northwesterly location line of the fourth section of Town highway, hereinbefore described, and by the line connecting the following points: about opposite station 27+39 of auxiliary baseline "F" hereinbefore described and on said street line; about opposite station 27+34 of said auxiliary baseline "F" and 36 feet from said street line; opposite station 28 of said auxiliary baseline "F" and 85 feet distant therefrom; opposite station 28+70 of said

auxiliary baseline "F" and 85 feet distant therefrom; opposite said station 28+70 and 73 feet distant therefrom; opposite station 29+10 of said auxiliary baseline "F" and 73 feet distant therefrom; opposite said station 29+10 and 85 feet distant therefrom and about opposite station 29+73 of said auxiliary baseline "F" and 85 feet distant therefrom and on said Town highway location line.

Parcel 1-TH-3. A parcel of land supposed to be owned by Irving G. Bease et al adjoining the northwesterly location line of the fourth section of Town highway, hereinbefore described, and the southerly location line of the State highway, hereinbefore described, bounded by said location lines and by the line connecting the following points; opposite station 30+38 of auxiliary baseline "F" hereinbefore described and on said Town location line and opposite station 32+95 of said auxiliary baseline "F" and on said State highway location line.

Parcel 1-TH-4. A parcel of land supposed to be owned by the Town of Wareham adjoining the northerly location line of the State highway, hereinbefore described, bounded by said location line and by the line connecting the following points: about opposite station 224+60 of the main baseline hereinbefore described and on said location line; about opposite station 224+47 of said main baseline and 78 feet from said location line and opposite station 225+17 of said main baseline and on said location line.

Parcel 1-TH-5. A parcel of land supposed to be owned by G. and P. Cranberry Co. adjoining the northerly location line of the State highway, hereinbefore described, and the northwesterly location line of the fifth section of Town highway, hereinbefore described, bounded by said State and Town location lines and by the line connecting the following points: about opposite station 224+60 of the main baseline hereinbefore described and on said State highway location line; about opposite station 224+47 of said main baseline and 78 feet from said State highway

location line; about opposite station 40+40 of auxiliary baseline "F" hereinbefore described and 118 feet distant therefrom; about opposite station 41+73 of said auxiliary baseline "F" and about 73 feet distant therefrom; about opposite station 42+34 of said auxiliary baseline "F" and 108 feet distant therefrom; opposite station 43+50 of said auxiliary baseline "F" and 132 feet distant therefrom and opposite station 47 of said auxiliary baseline "F" and on said Town highway location line.

Parcel 1-TR-6. A parcel of land supposed to be owned by Irving G. Besse et al located northwesterly of Charge Pond Road, bounded by the line connecting the following points; about opposite station 40+40 of auxiliary baseline "F" hereinbefore described and 118 feet distant therefrom; about opposite station 42+34 of said auxiliary baseline "F" and 108 feet distant therefrom and about opposite station 41+73 of said auxiliary baseline "F" and 73 feet distant therefrom.

An easement is hereby taken in the parcel of land hereinafter described as Parcel 1-TR-1 for the purpose of removing or demolishing a structure or a portion of a structure which is located partly within the limits of the State highway location laid out as hereinbefore described, and consists of the right to enter upon said land at any time during the effective period of the easement and to remove and/or demolish a structure or a portion of a structure now located thereon. Said easement is temporary in nature and is to be in effect only until such time as the aforesaid purpose for which it is taken has been accomplished.

Parcel 1-RT-1. A parcel of land supposed to be owned by Thomas E. Doharty adjoining the northerly location line of the State highway, laid out as hereinbefore described, bounded by said location line and by the line connecting the following points opposite station 174+45 of the main baseline hereinbefore described and on said location line; opposite station 174+85 of said main baseline

and 44 feet from said location line; and opposite station 175.35 of said main baseline and on said location line.

The locations of the parcels for easements hereinbefore described are more particularly shown on the plan hereinafter referred to.

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 and of Chapter 679 of the Acts of 1965, all of the land outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), situated in the Town of Wareham, County of Plymouth, all of said land being taken in fee simple, the supposed owners of Parcels 1-1 and 1-3 to 1-48 inclusive, shown on the plan hereinafter referred to, being set forth in the schedule 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 Wareham which are included in the foregoing description.

Rights of access to and egress from an existing public way are hereby taken from owners of land abutting Route 28 in the locations indicated on the plan hereinafter referred to as Parcels 1-AT-1 and 1-AT-2, the supposed owners of said land being set forth in the schedule hereinafter contained.

For the purpose of laying out, constructing and maintaining the sections of Town highway hereinbefore described, the Department of Public Works, on behalf of

the Town of Wareham, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, Parcels 1-1-T to 1-24-T inclusive, shown on the plan hereinafter referred to, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), situated in the Town of Wareham, County of Plymouth, 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 Wareham which are included in the foregoing description.

The State Highway hereby laid out, the Sections of Town way hereby laid out and the aforesaid takings are shown on a plan, signed by Daniel S. Morgan, 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 Wareham Plymouth County Laid out as a State Highway by the Department of Public Works April 13, 1966 Scale: 80 feet to the inch, except as noted", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Plymouth County, at Plymouth.

Certain parcels of land included in this taking are registered land and are shown as Parcels 1-25, 1-26 and 1-27, and 1-3-3 and 1-3-4 on the plan hereinbefore referred to, said land being registered in the Land Court, at Boston (Land Court Case 15786), and recorded in the Registered Land Division of the Registry of Deeds for Plymouth County, at Plymouth, as follows:

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<u>Parcel No.</u>	<u>Owner</u>	<u>Book</u>	<u>Page</u>	<u>Certificate</u>
1-25	Chester A. Dolan, Jr., Thomas E. McGovern and Allan A. Comeau, Trustees of the Chalton Trust	186	99	37299
1-26	Mary F. Gomez	41	152	8352
1-27	Charles Fernandes and Matilda Fernandes (Town of Wareham - Document No. 92757)	43	3	8633
1-R-3	Chester A. Dolan, Jr., Thomas E. McGovern and Allan A. Comeau, Trustees of the Chalton Trust	186	99	37299
1-R-4	Chester A. Dolan, Jr., Thomas E. McGovern and Allan A. Comeau, Trustees of the Chalton Trust	186	99	37299

For damages sustained by the following persons in their property by reason of the aforesaid takings and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
1-1	John J. and Kena G. Costa	1,630 sq. ft.
1-3	John J. and Kena G. Costa	0.19 acres
1-4	Mary R. Alves	3,285 sq. ft.
1-5	Adelaide and Annie Texiera	0.21 acres
1-6	John and Ernestine Camilo	0.11 acres
1-7	Manuel S. Jesus	0.11 acres
1-8	Kena Jesus	0.11 acres
1-9	Owner Unknown	0.19 acres
1-10	Manuel F. and Jannie Joia	0.69 acres
1-11	Edward D. Gracia	0.17 acres
1-12	Tommy G. and Mary J. Boyd	2,720 sq. ft.
1-13	John Texiera	0.45 acres
1-14	John and Fozinga Texiera	285 sq. ft.
1-15	Kena Jesus	0.23 acres
1-16	John J. and Kena G. Costa	3.38 acres
1-17	John J. and Kena G. Costa	1.70 acres
1-18	John William Johnson	1.15 acres
1-19	Alfred Ben David	3.09 acres
1-20	Charles E. Bates	2,570 sq. ft.
1-21	Portuguese Evangelical Church	0.19 acres
1-22	Portuguese vangelical Church	1.67 acres
1-23	Portuguese Evangelical Church	0.27 acres
1-24	Portuguese Evangelical Church	0.40 acres
1-25	Chester A. Dolan, Jr., Thomas E. McGovern and Allan A. Comeau, Trustees of the Chalton Trust	17.98 acres



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<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
1-26	Mary F. Jones	1.54 acres
1-27	Charles Fernandes and Matilda Fernandes (Town of Wareham - Document No. 92757)	2.87 acres
1-28	Thomas E. Doherty	6.94 acres
1-29	Nils A. Swanson	14.85 acres
1-30	Owner Unknown	4.34 acres
1-31	Nils A. Swanson	5.77 acres
1-32	Tweedy and Barnes Company	8.03 acres
1-33	C. and P. Cranberry Co., Inc.	0.83 acres
1-34	C. and P. Cranberry Co., Inc.	0.12 acres
1-35	Town of Wareham	0.52 acres
1-36	Irving G. Besse et al	6.66 acres
1-37	Tweedy and Barnes Company	1.60 acres
1-38	A. D. Makepeace Co.	18.44 acres
1-39	A. D. Makepeace Co.	66.75 acres
1-40	Estate of Leo Amado	12.84 acres
1-41	Nathaniel Wing, Jr. and Elinor Wing	19.71 acres
1-42	Chester A. Dolan, Jr., Thomas E. McGovern, Allen A. Comeau, Trustees of the Chalton Trust	0.59 acres
1-43	Chester A. Dolan, Jr., Thomas E. McGovern, Allen A. Comeau, Trustees of the Chalton Trust	10.93 acres
1-44	Marion Sisson-Scott	0.33 acres
1-45	Chester A. Dolan, Jr., Thomas E. McGovern, Allen A. Comeau, Trustees of the Chalton Trust	2.78 acres
1-46	Melville C. and Edith L. Beston	2.68 acres
1-47	A. D. Makepeace Co.	5.67 acres

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
1-48	Charles E. Bates and G. Myrtle Gariepy	0.28 acres
1-47-1	Chester A. Dolan, Jr., Thomas E. McGovern and Allan A. Cozzani, Trustees of the Chelton Trust	
1-47-2	Manuel A. Joia	
1-1-T	John J. and Kena G. Costa	0.76 acres
1-2-T	Fanny M. Joia	0.22 acres
1-3-T	Eugene Tavaros	0.14 acres
1-4-T	Eugene Tavaros	2,668 sq. ft.
1-5-T	Kena Jesus	2,550 sq. ft.
1-6-T	John and Dominga Taxiere	488 sq. ft.
1-7-T	Manuel A. Oliveira	206 sq. ft.
1-8-T	Charles E. Bates and G. Myrtle Gariepy	301 sq. ft.
1-9-T	John J. Costa	1,425 sq. ft.
1-10-T	John J. and Kena G. Costa	0.17 acres
1-11-T	Alfred Ben David	1,830 sq. ft.
1-12-T	Tweedy and Barnes Company	0.18 acres
1-13-T	Town of Wareham	2,060 sq. ft.
1-14-T	Tweedy and Barnes Company	0.19 acres
1-15-T	Irving G. Hesse et al	0.12 acres
1-16-T	C. and P. Cranberry Co., Inc.	930 sq. ft.
1-17-T	C. and P. Cranberry Co., Inc.	0.27 acres
1-18-T	C. and P. Cranberry Co., Inc.	0.21 acres
1-19-T	Tweedy and Barnes Company	1,860 sq. ft.
1-20-T	A. D. Makepeace Co.	2,360 sq. ft.
1-21-T	A. D. Makepeace Co.	2.35 acres
1-22-T	A. D. Makepeace Co.	1.63 acres

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<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
1-23-T	Manuel A. Joia	112 sq. ft.
1-24-T	Owner Unknown	0.20 acres
1-D-1-F	Edward D. Gracia	0.37 acres
1-R-1	Portuguese Evangelical Church	0.63 acres
1-R-2	Chester A. Dolan, Jr., Thomas E. McGovern and Allan A. Comeau, Trustees of the Chalton Trust	0.21 acres
1-R-3	Chester A. Dolan, Jr., Thomas E. McGovern and Allan A. Comeau, Trustees of the Chalton Trust	60 sq. ft.
1-R-4	Chester A. Dolan, Jr., Thomas E. McGovern and Allan A. Comeau, Trustees of the Chalton Trust	1.42 acres
1-R-5	C. and P. Cranberry Co., Inc.	0.30 acres
1-R-6	Nils A. Swanson	0.18 acres
1-R-7	Owner Unknown	0.35 acres
1-R-8	Nils A. Swanson	0.64 acres
1-R-9	C. and P. Cranberry Co., Inc.	0.23 acres
1-R-10	Irving G. Besse et al	0.46 acres
1-R-11	Nathaniel Wing, Jr. and Elinor Wing	0.50 acres
1-R-12	Ocean Spray Cranberries, Inc.	650 sq. ft.
1-R-13	Estate of Adolph H. Fielding	3,780 sq. ft.
1-R-14	John Rodriguez and Mary Rodriguez	0.27 acres
1-R-15	Chester A. Dolan, Jr., Thomas E. McGovern and Allan A. Comeau, Trustees of the Chalton Trust	0.84 acres
(1-D-1 ( (	Chester A. Dolan, Jr., Thomas E. McGovern and Allan A. Comeau, Trustees of the Chalton Trust	0.23 acres
1-D-2-F	John J. and Kena G. Costa	2,250 sq. ft.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
1-D-4-T	A. D. Makepeace Co.	225 sq. ft.
1-D-5-T	A. D. Makepeace Co.	0.32 acres
1-D-6-T	A. D. Makepeace Co.	0.62 acres
1-TR-1	Irving G. Besse et al	
1-TR-2	Town of Wareham	
1-TR-3	Irving G. Besse et al	
1-TR-4	Town of Wareham	
1-TR-5	C. and P. Cranberry Co., Inc.	
1-TR-6	Irving G. Besse et al	
1-RT-1	Thomas E. Doherty	

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 to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioner 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.

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It is also

Voted: That the Secretary to the Public Works Commission 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 Thirteenth day of April, nineteen hundred and sixty six.

*Wilmington*

*J. R. S.*

Department

*Robert S. Foster*

of

*Anthony C. Squella*

Public Works

*Edward J. Lott*

THE COMMONWEALTH OF MASSACHUSETTS

OFFICE OF THE SECRETARY

Boston, April 13, 1966

I hereby certify that at the date of this attestation hereto annexed Francis W. Sargent, ~~John D. [unclear]~~, Anthony Robert S. Foster, Edward J. Ribbs, C. Rosselli, ~~James B. [unclear]~~ and Donald B. Dought 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.



*Kevin H. White*

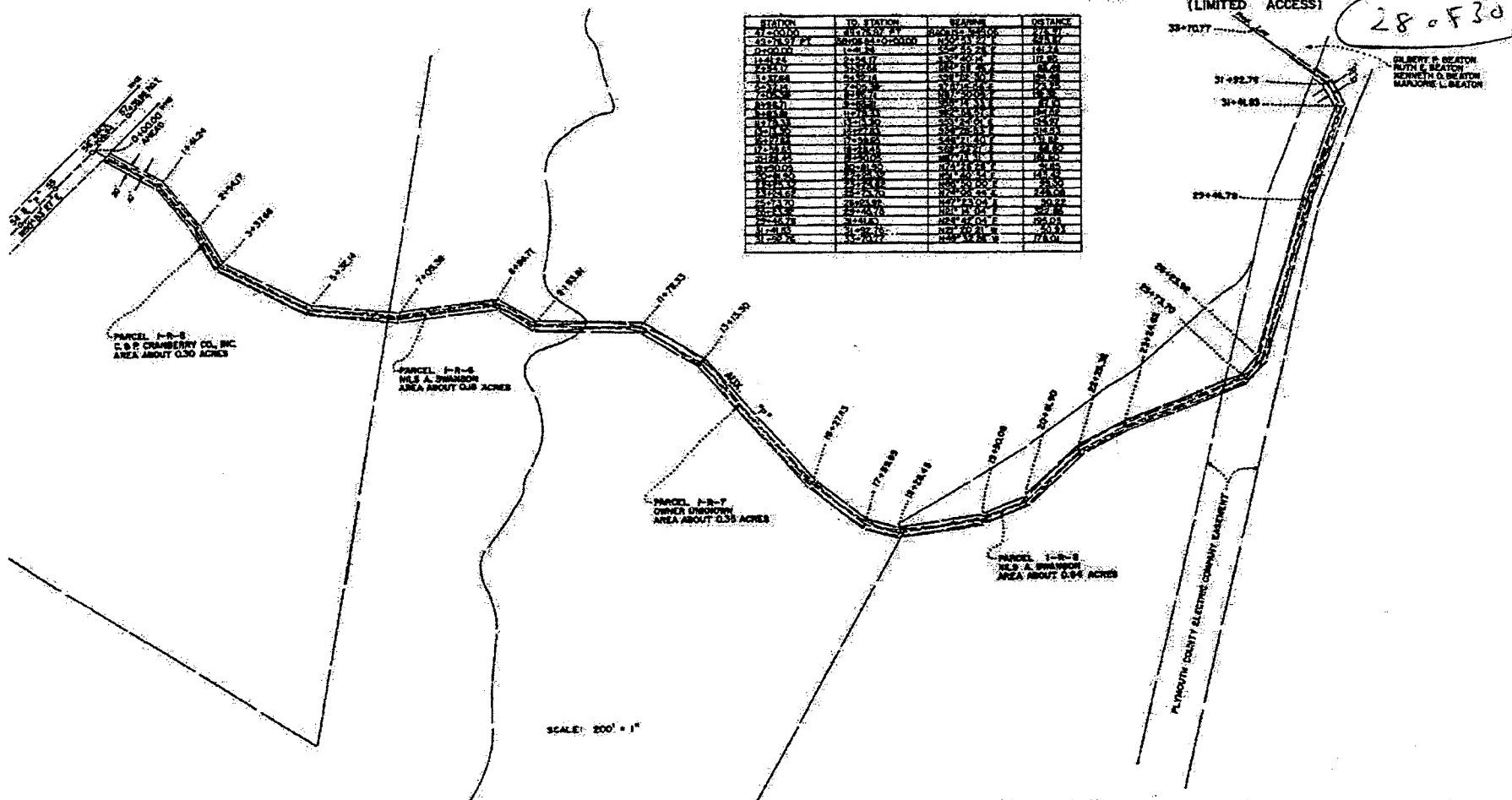
Secretary of the Commonwealth

REC'D APR 14 1966 AT 12-30 PM AND RECORDED

LAYOUT IN WAREHAM - 1966 - SHEET 26 OF 30 SHEETS  
(LIMITED ACCESS)

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STATION	TO STATION	BEARING	DISTANCE
31+00.00	31+02.75	113° 15' 00"	2.75
31+02.75	31+04.00	113° 15' 00"	1.25
31+04.00	31+05.00	113° 15' 00"	1.00
31+05.00	31+06.00	113° 15' 00"	1.00
31+06.00	31+07.00	113° 15' 00"	1.00
31+07.00	31+08.00	113° 15' 00"	1.00
31+08.00	31+09.00	113° 15' 00"	1.00
31+09.00	31+10.00	113° 15' 00"	1.00
31+10.00	31+11.00	113° 15' 00"	1.00
31+11.00	31+12.00	113° 15' 00"	1.00
31+12.00	31+13.00	113° 15' 00"	1.00
31+13.00	31+14.00	113° 15' 00"	1.00
31+14.00	31+15.00	113° 15' 00"	1.00
31+15.00	31+16.00	113° 15' 00"	1.00
31+16.00	31+17.00	113° 15' 00"	1.00
31+17.00	31+18.00	113° 15' 00"	1.00
31+18.00	31+19.00	113° 15' 00"	1.00
31+19.00	31+20.00	113° 15' 00"	1.00
31+20.00	31+21.00	113° 15' 00"	1.00
31+21.00	31+22.00	113° 15' 00"	1.00
31+22.00	31+23.00	113° 15' 00"	1.00
31+23.00	31+24.00	113° 15' 00"	1.00
31+24.00	31+25.00	113° 15' 00"	1.00
31+25.00	31+26.00	113° 15' 00"	1.00
31+26.00	31+27.00	113° 15' 00"	1.00
31+27.00	31+28.00	113° 15' 00"	1.00
31+28.00	31+29.00	113° 15' 00"	1.00
31+29.00	31+30.00	113° 15' 00"	1.00
31+30.00	31+31.00	113° 15' 00"	1.00
31+31.00	31+32.00	113° 15' 00"	1.00
31+32.00	31+33.00	113° 15' 00"	1.00
31+33.00	31+34.00	113° 15' 00"	1.00
31+34.00	31+35.00	113° 15' 00"	1.00
31+35.00	31+36.00	113° 15' 00"	1.00
31+36.00	31+37.00	113° 15' 00"	1.00
31+37.00	31+38.00	113° 15' 00"	1.00
31+38.00	31+39.00	113° 15' 00"	1.00
31+39.00	31+40.00	113° 15' 00"	1.00
31+40.00	31+41.00	113° 15' 00"	1.00
31+41.00	31+42.00	113° 15' 00"	1.00
31+42.00	31+43.00	113° 15' 00"	1.00
31+43.00	31+44.00	113° 15' 00"	1.00
31+44.00	31+45.00	113° 15' 00"	1.00
31+45.00	31+46.00	113° 15' 00"	1.00
31+46.00	31+47.00	113° 15' 00"	1.00
31+47.00	31+48.00	113° 15' 00"	1.00
31+48.00	31+49.00	113° 15' 00"	1.00
31+49.00	31+50.00	113° 15' 00"	1.00
31+50.00	31+51.00	113° 15' 00"	1.00
31+51.00	31+52.00	113° 15' 00"	1.00
31+52.00	31+53.00	113° 15' 00"	1.00
31+53.00	31+54.00	113° 15' 00"	1.00
31+54.00	31+55.00	113° 15' 00"	1.00
31+55.00	31+56.00	113° 15' 00"	1.00
31+56.00	31+57.00	113° 15' 00"	1.00
31+57.00	31+58.00	113° 15' 00"	1.00
31+58.00	31+59.00	113° 15' 00"	1.00
31+59.00	31+60.00	113° 15' 00"	1.00
31+60.00	31+61.00	113° 15' 00"	1.00
31+61.00	31+62.00	113° 15' 00"	1.00
31+62.00	31+63.00	113° 15' 00"	1.00
31+63.00	31+64.00	113° 15' 00"	1.00
31+64.00	31+65.00	113° 15' 00"	1.00
31+65.00	31+66.00	113° 15' 00"	1.00
31+66.00	31+67.00	113° 15' 00"	1.00
31+67.00	31+68.00	113° 15' 00"	1.00
31+68.00	31+69.00	113° 15' 00"	1.00
31+69.00	31+70.00	113° 15' 00"	1.00
31+70.00	31+71.00	113° 15' 00"	1.00
31+71.00	31+72.00	113° 15' 00"	1.00
31+72.00	31+73.00	113° 15' 00"	1.00
31+73.00	31+74.00	113° 15' 00"	1.00
31+74.00	31+75.00	113° 15' 00"	1.00
31+75.00	31+76.00	113° 15' 00"	1.00
31+76.00	31+77.00	113° 15' 00"	1.00



SCALE: 200' = 1"

**Client Name:** Longroad Energy

**Site Location:** 0 Route 25, Wareham, MA

**Project No:** 15225.01

**Photo No.:** 1

**Date:** 3/17/21

Interior of Project Site, looking north.  
Side slopes are vegetated and stable.



**Client Name:** Longroad Energy

**Site Location:** 0 Route 25, Wareham, MA

**Project No:** 15225.01

**Photo No.:** 2

**Date:** 5/23/22

Interior of Project Site, looking west.  
Side slopes are vegetated and stable.





**Client Name:** Longroad Energy

**Site Location:** 0 Route 25, Wareham, MA

**Project No:** 15225.01

**Photo No.:** 3

**Date:** 5/23/22

Interior of Project Site, looking northwest. Side slopes are vegetated and stable.



**Client Name:** Longroad Energy

**Site Location:** 0 Route 25, Wareham, MA

**Project No:** 15225.01

**Photo No.:** 4

**Date:** 5/23/22

Interior of Project Site, looking northwest. Side slopes are vegetated and stable.

