

Town of Marion
Road Layout Descriptions
Office of the Town Clerk

Annotated by John Rockwell
Regional Planner
Buzzards Bay National Estuary Program
April 29, 2015

The Town of Marion Town Clerk keeps a list of road layouts that have been accepted by the Town of Marion. This was annotated by John Rockwell, Regional Planner for the Buzzards Bay National Estuary Program (BBNEP) from 1993 to 2015, based on the BBNEP's compilation of the plans in the Marion Plan Index (available from the Town Clerk) and the familiarity with the existing road locations gained from creating the Marion GIS parcel coverage.

In addition to the annotations, it should be noted that the Town Clerk list is not an exhaustive list of town layouts. Those roads not listed generally fall into two categories; those laid out prior to the incorporation on the Town of Marion, and those road layout acquired by the town through tax tile proceedings.

Descriptions are lacking for the roads listed below that were created by the Town of Rochester prior to 1852 and that have not had superseding layouts. Information that is available to the BBNEP is given for each road. For more information on these roads see "Lay Out of Roads 1889 from records of Town of Rochester" (available from the Marion Town Clerk).

Cross Neck Road – laid out in 1846. The description has been provided in the Annotated Road Layouts. Surveys in the area do not match the road description.

Old Indian Trail, or Old Trail, or Marion Trail The section of this road from Mill Street westward to the intersection with Parlowtown Road is still an active town way. The portion of the road westward of the intersection with Parlowtown Road to the Mattapoisett town Line was abandoned in the 1850's. The Town meeting vote was to "accept the recommendation of the Highway Commission" One must also research the reports of the Highway Commission to document the abandonment. Although no layout plan exists, most of the length of this road has been surveyed and those surveys have been recorded at the Plymouth County Registry of Deeds.

Old Town Road – A plan made by Thompson Surveying & Engineering (Sewage Disposal Repair Plan of Land at 782 Mill Street in Marion, MA. Prepared for Edward A. Zora, Jr. Thompson Surveying and Engineering, April 30, 1998 - available at the Marion Plan Index) gives a date of 1734 for this layout. Most of the parcels along this road have been surveyed.

Parlowtown Road. The section of this road from Mill Street northward to the intersection with Old Trail is still an active town way. The portion of the road northward of the intersection with Old Trail to the Rochester town Line was abandoned in the 1850's. The Town meeting vote was to "accept the recommendation of the Highway Commission" One must also research the reports of the Highway Commission to document the abandonment. Although no layout plan exists, most of the length of this road has been surveyed and those surveys have been recorded at the Plymouth County Registry of Deeds.

South Street. There is no description in the document for the portion between Front Street and Water Street.. Plans at the Registry of Deeds do not have any references to date of this layout section.

The second group of road layouts for which the Town Clerk has no description are those roads acquired though Tax Title. These roads are listed below, along with available information pertaining to them.

Allen's Point Road. Assessors' lot 28, on map 6. Shown on "Plan of Allen's Point," Marion Mass., Surveyed and Drawn by John Millen, January 1903, found at the Plymouth County Registry of Deeds in Plan Book 2, page 106. The southwestern terminus being shown on a plan found in Plan Book 7, page 33.

Green Street. A layout plan is available in the Marion Plan Index.

Hill Street. A layout plan is available in the Marion Plan Index.

In addition to the streets for which no description are given, there are some other omissions that are listed below.

Converse Road: Decree No. 756, Plan of Converse Road in the Town of Marion, As Laid out by the County Commissioners under Petition of the Commrs. of Public Works of Marion, Lewis W. Perkins, C.E., June 26, 1928. (3 Sheets) This is Decree 756, County Commissioners Layout D-262. (This layout was superseded by Decree 865, County Commissioners Layout H-362.) These plans are recorded in the Registry of Deeds, Plan Book 25, pages 1935, 1937, and 1939. Plan is also available in the Marion Plan Index.

County Road. Decree No. 961 Plan of County Road in the Town of Marion, As Laid out by the County Commissioners under Petition of the Selectmen filed November 8, 1938. Lewis W. Perkins, November 8, 1938. (5 Sheets) From Front Street north to the Wareham Town Line. County Commissioners Layout L-44. Recorded at the Registry of Deeds in Plan Book CC33, pages 2533, 2535, 2537, 2539, and 2539A. Plan is also available in the Marion Plan Index.

Front Street. Decree No. 1180, Plan of Part of Front Street in the Town of Marion, as Laid out by the County Commissioners under petition of the Selectmen filed October 4, 1955. Lewis W. Perkins, October 5, 1955. From Pitcher Street south. Plan is available in the Marion Plan Index.

Pleasant Street. Decree No. 1298, Plan of Pleasant Street in the Town of Marion as laid out by the County Commissioners under Petition of the Selectmen filed September 19, 1961. Lewis W. Perkins. Plan is available in the Marion Plan Index.

Point Road. Section 1, Partial Decree No. 1091, Plan of Part of Point Road in the Town of Marion, as Laid out by the County Commissioners under petition of the selectmen filed April 11, 1950. Lewis W. Perkins, April 11, 1950. Plan is available in the Marion Plan Index.

Pumping Station Road. Shown on state Layout No. 5865, sheet 18 (available from MassHighways) and “Plan of a Right of Way Situated in Marion, Mass.” Samuel A. Corse, May 17, 1949 (available in the Marion Plan Index).

Washburn Park Road. See sheet 17 of State Layout #5865, and Land Court Plan #12984-A for layout information on this road.

Wells Lane. See 1914 and 1915 descriptions for Wareham Street. Also note state Layout No. 1514. Plans are available in the Marion Plan Index.

REFERENCES

Marshall Simons' house

Formerly located in lot where Eugene Rose's house now is -
junction of Point and Creek Roads.

Elisha Luce's store

Formerly located where Margaret E. French now lives.

W. W. Ellis' house

Formerly located where Elizabeth W. S. Tripp's drug store and
residence now is.

NAMES OF STREETS IN MARION

The road leading from Rochester line at Daggett's brook southeasterly by the Old Colony Depot and the Old Landing, thence to the terminus near the parsonage at the Whiting place to be named FRONT STREET.

The road beginning at Long Wharf and running west to where it intersects the road from Mattapoissett to be named MAIN STREET.

The road next north and parallel with Main Street leading west from Front Street to Spring Street to be named COTTAGE STREET.

The road leading north from Main Street in front of the Tabor Academy buildings to be named SPRING STREET.

The road leading south from Main Street at the Universalist Church and terminating at Blake's Point to be named PLEASANT STREET.

The road next south of and parallel with Main Street leading from Water Street west to Pleasant Street to be named SOUTH STREET.

The road leading South from the easterly terminus of Main Street and passing to the east of the Sippican Hotel and terminating at the property of S. W. Lewis to be named WATER STREET.

The road leading east from Front Street next north of and parallel with Main Street and terminating at Dreyer's Court to be named HILLER STREET.

The place at the easterly terminus of Hiller Street and landing south into Main Street to be called DREYER'S COURT.

The road leading from Mattapoissett town line northerly past Sparrow's Mill direct to the Marion railroad station to be named MILL STREET.

The road leading from Mill Street southeasterly to Pleasant Street near and to the south of Evergreen Cemetery to be named NYE STREET.

Now Converse Road

The road leading from Nye Street to Pleasant Street past the property of Mrs. I. N. Church, Joseph H. Clark, Joseph H. Clark Jr., Mrs. S. Kendrick, and B. A. Conro, to be named CLARK STREET.

The road leading west from Front Street past the property of H. H. Ryder and others to its intersection of Mill Street to be named RYDER STREET.

The road leading easterly from Front Street beginning at George D. Allen's corner and terminating at the Weweantit river to be named WAREHAM STREET.

Street leading from Front to Water Street to be named VINE STREET.

Street leading from Main to Cottage Street to be SCHOOL STREET.

The street known as Holmes Private Way to be named HOLMES STREET.

The road leading from Hastings corner to James H. Marvel's corner, to be named CREEK ROAD.

The road leading from Handy's corner to Tremont, to be named COUNTY ROAD.

The road from Parlow's Mills to the point of Great Neck, to be named POINT ROAD.

ABEL'S WAY

ARTICLE 23. TO SEE IF THE TOWN WILL VOTE TO ACCEPT AS A PUBLIC WAY, THE LAYOUT KNOWN AS ABEL'S WAY, DESCRIBED AS FOLLOWS:

DESCRIPTION OF ABEL'S WAY, MARION, MASS., AS SHOWN ON A PLAN ENTITLED "PLAN, PROFILE, STORM DRAINAGE AND WATER MAIN OF ABEL'S WAY IN MARION, MASS., FEBRUARY 14, 1981, ARTHUR C. THOMPSON INC., ENGINEERS AND SURVEYORS, MARION, MASS.

BEGINNING AT THE INTERSECTION OF THE NORTHERLY LINE OF ABEL'S WAY WITH THE EASTERLY LINE OF MILL STREET, A STATE HIGHWAY LAYOUT OF 1930, ALSO KNOWN AS ROUTE 6, SAID INTERSECTION BEING SOUTH 16°08'05" WEST 327.06 FEET FROM THE MASSACHUSETTS HIGHWAY BOUND; THENCE SOUTHERLY, SOUTHEASTERLY AND EASTERLY BY LAND NOW OR FORMERLY OF JOHN B. SYLVIA, JR. AND CAROLINE SYLVIA BY A CURVE DEFLECTING TO THE LEFT, SAID CURVE HAVING A RADIUS OF 20.00 FEET AND A LENGTH OF 31.42 FEET MEASURED ON THE ARC; THENCE SOUTH 73°51'55" EAST BY SAID LAST NAMED LAND 133.52 FEET; THENCE SOUTH 47°52'33" EAST BY SAID LAST NAMED LAND AND BY LAND NOW OR FORMERLY OF ABILIO J. RODERIGUEZ 349.57 FEET; THENCE SOUTH 49°27'23" EAST BY LAND NOW OR FORMERLY OF ARNOLD AND LORENA M. BRIGGS AND BY LAND NOW OR FORMERLY OF ABILIO J. RODERIGUEZ 302.83 FEET; THENCE SOUTH EASTERLY AND SOUTHERLY BY SAID LAST NAMED LAND, BY LAND NOW OR FORMERLY OF ALAN C. AND BARBARA J. BROWN, BY LAND NOW OR FORMERLY OF LOUIS J. AND JUDITH A. JACHIMCZYK AND BY LAND NOW OR FORMERLY OF WILLIAM G. AND NANCY M. DANIELS BY A CURVE DEFLECTING TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 300.00 FEET AND A LENGTH OF 285.79 FEET, MEASURED ON THE ARC; THENCE SOUTH 5°07'31" WEST BY SAID LAST NAMED LAND 65.00 FEET; THENCE SOUTHERLY AND SOUTHEASTERLY BY SAID LAST NAMED LAND BY A CURVE DEFLECTING TO THE LEFT, SAID CURVE HAVING A RADIUS OF 20.00 FEET AND A LENGTH OF 17.66 FEET MEASURED ON THE ARC; THENCE SOUTHEASTERLY, SOUTHERLY, SOUTHWESTERLY, WESTERLY, NORTHWESTERLY, NORTHERLY AND NORTHEASTERLY BY SAID LAST NAMED LAND, BY LAND NOW OR FORMERLY OF LESLIE F. MORRISON AND LINDA A. HARJU AND BY LAND NOW OR FORMERLY OF DENNIS J. AND DEBRA J. KENNEY BY A CURVE DEFLECTING TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 43.00 FEET AND A LENGTH OF 211.02 FEET, MEASURED ON THE ARC; THENCE NORTHEASTERLY AND NORTHERLY BY SAID LAST NAMED LAND BY A CURVE DEFLECTING TO THE LEFT, SAID CURVE HAVING A RADIUS OF 20.00 FEET AND A LENGTH OF 17.66 FEET MEASURED ON THE ARC, THENCE NORTH 5°07'31" EAST BY SAID LAST NAMED LAND 65.00 FEET; THENCE NORTHERLY AND NORTHWESTERLY BY LAND NOW OR FORMERLY OF STANLEY W. KINGS III AND PAMELA P. HINDS AND BY LAND NOW OR FORMERLY OF ABILIO J. RODERIGUEZ BY A CURVE DEFLECTING TO THE LEFT, SAID CURVE HAVING A RADIUS OF 260.00 FEET AND A LENGTH OF 247.68 FEET, MEASURED ON THE ARC; THENCE NORTH 49°27'23" WEST BY SAID LAST NAMED LAND AND LAND NOW OR FORMERLY OF RONALD P. AND ANITA A. LAMOTHE AND BY LAND NOW OR FORMERLY OF HELEN G. WESTERGARD 303.38 FEET; THENCE NORTH 47°52'53" WEST BY SAID LAST NAMED LAND AND BY LAND NOW OR FORMERLY OF MICHAEL B. AND MARY C. CROOKS 340.90 FEET, THENCE NORTH 73°51'55" WEST BY LAND NOW OR FORMERLY OF WARRAN J. AND PATRICIA A. MACKENSEN 144.29 FEET TO THE EASTERLY LINE OF THE AFOREMENTIONED MILL STREET; THENCE NORTH 16°08'05" EAST BY THE EASTERLY LINE OF THE SAID MILL STREET 60.00 FEET TO THE POINT OF BEGINNING.

ACCEPTED ANNUAL TOWN MEETING JUNE 9 1981. UNANIMOUS YES VOTE

Plan is available in the Marion Plan Index

ROAD

(ALLEN STREET)

Beginning in the west line of Water Street at John C. Brook's southeast corner, thence west $\frac{1}{2}$ degree north 20 rods 14 feet in line of said Brook's land. Thence west 3 degrees south 22 rods 8 feet in line of Mrs. Edward S. Dawe's land. Thence west $9\frac{1}{2}$ degrees north 244 feet in line of Richard M.

Thence, same course 114 and $\frac{1}{3}$ feet in line of Harvey D. Busk's land.

Thence same course 141 and $\frac{2}{3}$ feet through land of William S. Macy. Thence west 11 degrees south 20 feet through said Macy's land. Thence same course 38 rods 13 feet through land of L. M. R. Allen. Thence west 21 and $\frac{1}{3}$ degrees south 38 rods $6\frac{1}{2}$ feet through land of said L. M. R. Allen, to the east line of Pleasant Street.

This town way to be forty feet wide and to the south of the above described line and we have awarded damages.

March 2, 1896.

No layout plan exists for
Allen Street

ANNUAL TOWN MEETING - MARCH 4, 1957

A. T. M. 1957 - MARCH 4,

Article 54. Voted that the town accept the layout of a private way leading in a general westerly direction from Mill Street (Route #6) through the property now or formerly of Harvey E. Weir, Trustee, et als, Marion, Massachusetts, to be known as Barnabas Road, as a Town Way, and to accept by gift a deed from said Harvey E. Weir, Trustee, et als, to a certain parcel of land for said roadway bounded and described as follows:

Beginning at a point in the westerly side of Mill Street, a State Highway known as Route #6, said point being 263.48 feet measured on the arc, northerly from a Massachusetts highway bound; thence in a northwesterly direction by a curved line deflecting to the left having a radius of 26.95 feet and a length of 49.34 feet measured on the arc by land of the Heirs of Barnabas Holmes to a point; thence south 80° 53' 00" west by land of the Heirs of Barnabas Holmes a distance of 297.20 feet to a point; thence north 9° 07' 00" west a distance of 40.00 feet to a stake; thence north 80° 53' 00" east by land of Francis Associates a distance of 316.79 feet to a point; thence in a northeasterly direction by a curved line deflecting to the left having a radius of 31.10 feet and a length of 42.09 feet measured on the arc by land of Francis Associates to a point; thence in a southwesterly direction by a curved line deflecting to the right having a radius of 2370.00 feet and a length of 101.15 feet by the westerly side of said Mill Street to the point of beginning. **REPEALED**

REPEALED - ANNUAL TOWN MEETING MARCH 1962

Article 33 - Voted that the Town repeal the following vote passed under **Article 54** of the Town Meeting Warrant at the annual Town Meeting held March 4 through March 7, 1957:

Voted that the Town accept the layout of a private way leading in a general westerly direction from Mill Street (Route #6) through the property now or formerly of Harvey E. Weir, Trustee, et als, Marion, Massachusetts, to be known as Barnabas Road, as a Town Way, and to accept by gift a deed from said Harvey E. Weir, Trustee, et als, to a certain parcel of land for said roadway bounded and described as follows:

Beginning at a point in the westerly side of Mill Street, a State Highway known as Route #6, said point being 263.48 feet measured on the arc, northerly from a Massachusetts highway bound; thence in a northwesterly direction by a curved line deflecting to the left having a radius of 26.95 feet and a length of 49.34 feet measured on the arc by land of the Heirs of Barnabas Holmes to a point; thence south 80° 53' 00" west by land of the Heirs of Barnabas Holmes a distance of 297.20 feet to a point; thence north 9° 07' 00" west a distance of 40.00 feet to a stake; thence north 80° 53' 00" east by land of Francis Associates a distance of 316.79 feet to a point; thence in a northeasterly direction by a curved line deflecting to the left having a radius of 31.10 feet and a length of 42.09 feet measured on the arc by land of Francis Associates to a point; thence in a southwesterly direction by a curved line deflecting to the right having a radius of 2370.00 feet and a length of 101.15 feet by the westerly side of said Mill Street to the point of beginning.

Unanimous voice vote.

ANNUAL TOWN MEETING MARCH 5, 1962

Article 34 — Voted that the Town accept as a gift from Philip Taber, Thayer Francis, Jr. and Samuel A. Francis, surviving trustees of the Engineer's Trust under a declaration of Trust dated April 30, 1955 filed as Document No. 52851 in the Plymouth County Registry District of the Land Court and noted as Certificate of Title No. 21843, William Minot as Trustee under Indenture of Trust of the Barnabas Land Trust dated October 2, 1961 and recorded in said Registry District as Document No. 81121 and noted on Certificate of Title No. 31322, Harvey E. Weir, Trustee under a Declaration of Trust dated September 12, 1950, recorded with Plymouth Deeds Book 2113, Page 408, Georgianna H. Crapo, Bertha L. Bethel, John E. Bethel, Henderson H. Luce and Brewer Instruments and Real Estate, Inc., a deed of perpetual easement in, over and under "Barnabas Road", so-called, to use for all purposes as a public street, the same being bounded and described as follows:

A certain parcel of land shown on "Proposed Layout of Barnabas Road (formerly called Holmes Avenue) Marion, Mass., dated November, 1961 by Tibbetts Engineering Co., Marion, Mass." approved by the Planning Board November 27, 1961 and bounded:

EASTERLY by the westerly line of Mill Street by a curved line 101.16 feet;

SOUTHWESTERLY and SOUTHERLY by land shown on said plan as of Brewer Instruments and Real Estate, Inc. and Heirs of Barnabas Holmes, Harvey E. Weir, Tr. by two lines 49.34 feet and 297.20 feet respectively;

SOUTHERLY again by land on said plan as of said Heirs of Barnabas Holmes, Harvey E. Weir, Tr. 350.00 feet;

WESTERLY by land on said plan as Highland Road 40 feet;

NORTHERLY by land shown on said plan as of William Minot, Trustee 350.00 feet; and

NORTHERLY AND NORTHWESTERLY by land shown on said plan as of Engineers' Trust by two lines 316.79 feet and 42.09 feet respectively.

Unanimous voice vote.

ANNUAL TOWN MEETING APRIL 23, 1984

Article 34 voted Town vote to discontinue, release and relinquish its right, title and interest to a perpetual easement in, over and under "Barnabas Road" so-called allowing said road to be used for all purposes as a public street, which easement was created by the Town pursuant to a vote under Article 34 of the Town Meeting of March 5, 6 and 7, 1962, and decreed to the Town by an Instrument of Philip Taber, et als, dated January 31, 1955 and filed with the Registered Land Section of the Plymouth County Registry of Deeds, as Document No. 83065, the said Barnabas Road being more fully bounded as follows:

A certain parcel of land shown on "Proposed Layout of Barnabas Road (formerly called Holmes Avenue) Marion, Mass., dated November 1961 by Tibbetts Engineering Co. Marion, Mass." approved by the Planning Board November 27, 1961, and filed in said Registry District with Document No. 83065, and bounded:

EASTERLY by the westerly line of Mill Street by a curved line 101.16 feet;

SOUTHWESTERLY and SOUTHERLY by land shown on said plan as of Brewer Instruments and Real Estate, Inc. and Heirs of Barnabas Holmes, Harvey E. Weir, Tr. by two lines 49.34 feet and 297.20 feet respectively;

SOUTHERLY again by land shown on said plan as of said Heirs of Barnabas Holmes, Harvey E. Weir, Tr. 350.00 feet;

WESTERLY by land shown on said plan as Highland Road 40 feet;

NORTHERLY by land shown on said plan as of William Minot, Trustee 350.00 feet; and

NORTHERLY and NORTHWESTERLY by land shown on said plan as of Engineers' Trust by two lines 316.79 feet and 42.09 feet respectively.

RESOLVED in the Town of Marion the exclusive and permanent right, privilege and easement in and under the said Barnabas Road to lay, install, construct, maintain, replace and remove water mains and sewer lines, with the right to enter upon Barnabas Road for access thereto for all of the above purposes.

Town of Marion
Board of Selectmen
January 30, 1962

Barnabas Road

LAYOUT

We, the Selectmen of the Town of Marion, having complied with the requirements of the law in relation to notifying the owners of land over which we were petitioned to lay out a Town Way, and after hearing the owners, have laid out such Way as a Town Way to be known as Barnabas Road which is bounded and described as follows:

EASTERLY by the westerly line of Mill Street by a curved line 101.16 feet;

SOUTHWESTERLY and SOUTHERLY by land shown on said plan as of Brewer Instruments and Real Estate, Inc., and Heirs of Barnabas Holmes, Harvey E. Weir, Tr. by two lines 49.34 feet and 297.20 feet respectively;

SOUTHERLY again by land shown on said plan as of said Heirs of Barnabas Holmes, Harvey E. Weir, Tr. 350.00 feet;

WESTERLY by land shown on said plan as Highland Road 40 feet;

NORTHERLY by land shown on said plan as of William Minot, Trustee 350.00 feet; and

NORTHERLY and NORTHWESTERLY by land shown on said plan as of Engineers' Trust by two lines 316.79 feet and 42.09 feet respectively.

A Plan accompanies this description and is made a part hereof.

And, we, the Selectmen hereby respectfully report such Way to the Town for its acceptance.

This layout filed with Town Clerk
January 31st, 1962

Hertie E. Ryder
Town Clerk, Marion

Edward A. Briggs
Bartlett E. Cushing
Russell Wakepeace
Board of Selectmen

Plan is available in the Marion Plan Index

BEACH STREET

Date of Acceptance: March 8th, 1955 - Annual Town Meeting
See Action Under Article 36 of Warrant

Voted: That the Town accept the lay-out of a private wayleading in a general easterly direction from Converse Road, through the property of George B. Crapo, Marion, Massachusetts, known as Beach Street, as a Town Way, and to accept by gift a deed from said George B. Crapo to a certain parcel of land for said roadway as laid out and approved by Samuel H. Corse, Civil Engineer, dated January, 1955, and filed by the Selectmen with the Town Clerk on February 7th, 1955.

Bounded and Described as follows:

Beginning at a point in the easterly line of Converse Road as laid out by the County of Plymouth Decree #865, said point being 104.62 feet northerly from a County highway bound; thence north 17o 43' 20" west by the said Converse Road 61.10 feet to a point; thence southerly and easterly by a curved line with a radius of 10.00 feet by land of Katharine B. Smith 13.81 feet measured on the arc; thence north 83o 10' 30" east by lands of the said Smith and others 877.16 feet to a stake; thence south 22o 19' west by land of Albert W. & Karen Winters 45.80 feet to a point; (thence southerly and westerly by a curved line with a radius of 30.00 feet to the southerly line of the described street for a temporary turn-around), from the southerly end of the line described as 45.80 feet; thence south 83o 10' 30" west by lands of the said Albert W. & Karen Winters and others 847.16 feet to a point; thence westerly and southerly by a curved line with a radius of 10.00 feet 17.61 feet measured on the arc to the point of beginning.

See Plymouth Registry of Deeds
Plan Book 9, page 120

ACCEPTED TOWN WAY TO FILTERBEDS
ANNUAL TOWN MEETING - MARCH 6, 1961

Benson Brook
Road

Article 35-Voted that the Town take by eminent domain and accept as a Town Way land from Mill Street, in Marion, Massachusetts, westerly to the filter beds, bounded and described as follows:

Benson Brook
Road

Beginning at a concrete bound in the westerly line of Mill Street, said bound being South 5 degrees 44 minutes 13 seconds East 259.40 feet from a Massachusetts Highway Bound; thence South 5 degrees 44 minutes 13 seconds East by the westerly line of the said Mill Street 86.14 feet to a drill hole, said drill hole being North 5 degrees 44 minutes 13 seconds West 201.68 feet from a Massachusetts Highway Bound; thence northerly and northwesterly by a curved line deflecting to the left by land now or formerly of Harvey E. Weir, Trustee, said curve having a radius of 20.00 feet and a length of 18.62 feet measured on the arc; thence South 80 degrees 44 minutes 25 seconds West by the last named land 30.46 feet; thence South 62 degrees 30 minutes 18 seconds West by last named land 323.54 feet; thence South 9 degrees 42 minutes 25 seconds East by last named land 42.30 feet; thence South 84 degrees 18 minutes 25 seconds West by land now or formerly of Romey and Mildred Davis 108.45 feet; thence South 62 degrees 30 minutes 18 seconds West by last named land and land of the Heirs of Barnabas Holmes 1018.14 feet to a concrete bound; thence South 52 degrees 51 minutes 17 seconds West by last named land 285.70 feet to a concrete bound; thence North 24 degrees 45 minutes 05 seconds West by land of the Town of Marion 20.48 feet to a concrete bound; thence north 24 degrees 02 minutes 55 seconds West by last named land 14.14 feet, thence South 53 degrees 20 minutes 56 seconds West by last named land 392.37 feet to a stone bound; thence North 41 degrees 03 minutes 40 seconds West by said last named land 2.85 feet; thence North 52 degrees 51 minutes 17 seconds East by land now or formerly of Hiller Bros. 394 feet; thence on the same course by land now or formerly of the Heirs of Barnabas Holmes 280.03 feet to a concrete bound; thence North 62 degrees 30 minutes 18 seconds East by said last named land 614.76 feet to a concrete bound; thence on the same course by the said last named land 277.65 feet; thence North 5 degrees 41 minutes 35 seconds West by said last named land 10.80 feet; thence North 84 degrees 18 minutes 25 seconds East by said last named land 27.01 feet; thence North 62 degrees 30 minutes 18 seconds East by said last named land, by land now or formerly of Harvey E. Weir, Trustee, and land now or formerly of Maurice J. Twomey et ux 580.98 feet; thence north-easterly and northerly by curved line deflecting to the left by last named land, said curve having a radius of 20.00 feet and a length of 23.82 feet measured on the arc to the point of beginning.

See Plymouth
Registry of Deeds
Plan Book 12,
page 113

Takings:

Town of Marion

Miriam G. Fisher	4,708 sq. ft., more or less
Harvey E. Weir, Trustee	10,298 sq. ft., more or less
Harvey E. Weir	} One Acre 12,151 sq. ft., more or less
Georgianna H. Crapo	
Bertha L. Bethel	
John E. Bethel	
Henderson H. Luce	
Romey and Mildred Davis	3,629 sq. ft., more or less
Edith B. Hiller	} 1,783 sq. ft., more or less
Howard B. Hiller	
Edward Hiller	

BOXBERRY WAY

Beginning in the southeasterly line of Cranberry Way at the southwesterly corner of land now or formerly of Deborah D. Garnett; thence southwesterly, southerly and southeasterly by the said last-named land by a curve deflecting to the left, said curve having a radius of 15.00 feet and a length of 23.56 feet measured on the arc; thence South 55 degrees 30' 30" East by the said last-named land, by land now or formerly of Harvey Norman Paul, Jr. and Penelope J. Paul and by land now or formerly of Frank L. and Sally E. Robilotto 230.00 feet; thence southeasterly and easterly by the said last-named land by a curve deflecting to the left, said curve having a radius of 15.00 feet and a length of 23.56 feet measured on the arc; thence easterly and southeasterly by the said last-named land by a curve deflecting to the right, said curve having a radius of 15.00 feet and a length of 23.56 feet measured on the arc; thence South 55 degrees 30' 30" East by the said last-named land 98.02 feet to the northwesterly line of land now or formerly of Preston B. and Louise J. Gibbs; thence North 45 degrees 51' 10" East by the said last-named land and land now or formerly of Beatrice P. Faust 102.00 feet; thence North 55 degrees 30' 30" West by land now or formerly of Larry F. and Barbara A. Fiedler 77.92 feet; thence northwesterly and northerly by the said last-named land by a curve deflecting to the right, said curve having a radius of 15.00 feet and a length of 23.56 feet measured on the arc; thence northerly and northwesterly by the said last-named land by a curve deflecting to the left, said curve having a radius of 15.00 feet and a length of 23.56 feet measured on the arc; thence North 55 degrees 30' 30" West by the said last-named land, by land now or formerly of Sally Osborn and by land now or formerly of Theodore S. and Elain A. Hatch 230.00 feet; thence northwesterly, westerly and southwesterly by the said last-named land by a curve deflecting to the left, said curve having a radius of 15.00 feet and a length of 23.56 feet measured on the arc to the southeasterly line of the aforementioned Cranberry Way; thence North 34 degrees 29' 30" East by the southeasterly line of the said Cranberry Way 70.00 feet to the point of beginning.

Carried unanimously Article 36 - 1989 Annual Town Meeting

See Plymouth
Registry of Deeds
Plan Book 3240
page 151

BRIGGS LANE

(1)

Following is the layout of "Back Road" or Briggs Lane
as a Town Way
which was duly accepted by the voters of the Town of Marion according
to a plan of Samuel H. Corse, dated April 5th, 1948, as amended
January, 1949.

Duly accepted by Town of Marion at the Annual Town Meeting, March 7th,
1949. Ref. Article 19 of the Town Warrant.

Signature of Acceptance by Town Clerk duly placed on this plan
March 22nd, 1949, 11:00 AM.

DESCRIPTION OF LAYOUT

Beginning at a drill hole in the easterly line of Mill Street as laid
out a State Highway in 1930, said drill hole being 68.92 feet southerly
from a Massachusetts highway bound; thence south 89° 57' east by lands of
Isaac E. Hiller Estate and others 559.02 feet to a stake; thence south
84° 56' 30" east by lands of Lewis E. Winters and others 814.03 feet to the
southeasterly corner of a stone post in the westerly line of Pleasant Street;
thence south 10° 25' 30" west by the said Street 20.09 feet to a corner ;
thence north 84° 56' 30" west by lands of John H. Kern and others 440.00
feet to an angle; thence north 85° 48' 40" west by land of Benjamin E.
Waters and land of Harold B. Smith, et al. 311.57 feet to an angle; thence
north 89° 57' west by lands of the said Smith and others 624.66 feet to the
easterly line of the said Mill Street; thence north 17° 13' east by the said
Street 31.40 feet to the point of beginning.

Herbert E. Ryder
(Herbert E. Ryder)
Town Clerk

See Plymouth
Registry of Deeds
Plan Book 7, page
818

BRIGGS' TERRACE

Date of Acceptance - March 7th, 1957 - Annual Town Meeting

See action taken under article 55 of the warrant.

Plan File in Registry #275-1956

Voted: That the town accept the layout of a private way leading in a general southwesterly direction from Rochester Road (Route #105) through the property now or formerly of Ernest W. Briggs, Marion, Massachusetts, known as Briggs' Terrace, as a Town Way, and to accept by gift a deed from said Ernest W. Briggs to a certain parcel of land for said roadway, bounded and described as follows:-----

"Beginning a a point in the southwesterly line of Rochester Road at the southeasterly corner of land now or formerly of John Marshall; thence south 36o 07' 00" east by the southwesterly line of said Rochester Road a distance of 69.33 feet to a point in line of land of Ellsworth J. Dexter; thence northwesterly, westerly and southwesterly by land of said Dexter by a curved line deflecting to the left, having a radius of 20.00 feet and a length of 29.30 feet measured on the arc to a point; thence south 59o 56' 10" west by land of said Dexter a distance of 153.70 feet to a point; thence south 62o 44' 50" west by lots 2,4,6,8 and 10 as shown on above mentioned plan a distance of 543.05 feet to a point; thence north 45o 51' 20" west by land formerly of Annie Gurney a distance of 80.00 feet to a point; thence north 62o 44' 50" east by lot #11 as shown on above-mentioned plan a distance of 74.66 feet to a point; thence south 45o 51' 20" east by lot #11 a distance of 23.44 feet to a point; thence southeasterly, easterly and northeasterly still in line of lot #11 by a curved line deflecting to the left, having a radius of 20.00 feet and a length of 24.92 feet measured on the arc to a point; thence north 62o 44' 50" east by lots 11,9,7,5,3 and 1 as shown on above-mentioned plan a distance of 465.00 feet to a point; thence north 30o 48' 00" west by lot #1 a distance of 4.84 feet to a point; thence north 57o 49' 40" east by land of said Marshall a distance of 166.95 feet to the point of beginning."

see Plymouth
Registry of Deeds
Plan Book 10,
page 842

BROOK HAVEN LANE

Article 31. To see if the Town will vote to accept Brook Haven Lane as a Town way, the description of the road as follows:

A certain parcel of land on the east side of north Front Street (Route #105) in the Town of Marion, Plymouth County, Commonwealth of Massachusetts, being more particularly bounded and described as follows:

BEGINNING at the south corner of the parcel described, said point being formed by the intersection of the easterly sideline of north Front Street with the northerly sideline of land now or formerly of Andrew N. and Mary P. Jeffrey; thence north $64^{\circ}, 43', 05''$ west, by the easterly sideline of north Front Street, a distance of 58.27 feet to a corner; thence, turning and running southerly and easterly by a curve to the left with a radius of 20.00 feet, an arc distance of 29.38 feet to a point of tangency; thence, north $30^{\circ}, 06', 15''$ east, a distance of 809.20 feet to a point of curvature; thence, northerly by a curve to the left with a radius of 20.00 feet, an arc distance of 24.95 feet to a point of reverse curvature; thence, northerly and easterly by a curve to the right with a radius of 43.00 feet, an arc distance of 121.20 feet to a corner; thence, turning and running north $31^{\circ}, 06', 15''$ east, a distance of 300 feet to a corner; thence, turning and running south $58^{\circ}, 53', 45''$ east, a distance of 40.00 feet to a corner; thence, turning and running south $31^{\circ}, 06', 15''$ west, a distance of 1,225.92 feet to the point of **BEGINNING**.

Containing 53,140 square feet, more or less, and being shown as Brook Haven Lane on a plan of land entitled, "Redivision Plan of Sippican Landing prepared for Traditional Homesteads Limited Trust and James N. Anderson and Diane C. St. Pierre in Marion, MA." dated January 17, 1990 by Robert A. Cattley, P. E., P. L. S., Consulting Engineer and recorded in the Plymouth County Registry of Deeds in Plan Book 34, Page 616.

or take any other action thereon.

CLARK STREET

Beginning at the Westerly side of Pleasant Street and at the South East corner of Mrs. Sarah H. T. Kendrick's house lot. Thence South 85 degrees 30 minutes West 148 feet. Thence South 82 degrees 30 minutes West 138 feet. Thence South 79 degrees 45 minutes West 86 feet. The said way to be 33 feet wide and South of the above described line.

March 9, 1889

Plan is available in the Marion Plan Index

Converse Road
(Then Nye Street)

ROAD
(ON Charles' Neck)

A highway commencing at the southern terminus of the highway as now laid out on Charles' Neck, so called, near the place where John Clark formerly lived at a stone post on the west side of the road, thence south 28 degrees east 116 rods by an old stone wall to the southeast corner of Job Jenney's land. Thence south 37 degrees east about 61 rods to land of Lyman R. Blake about 15 feet to the west of a gate-way and the said road to be on the easterly side of said described courses and to be forty feet wide.

March 28, 1881

No plan was found
for this layout.

LAYOUT OF CONVERSE ROAD

The northerly and easterly line begins by land of Jennie L. Blankinship at a bound marking a point of reverse curve, thence running on a curve to the left of a radius of 29.83 feet through said land of Jennie L. Blankinship 73.52 feet to a bound set in the present westerly line of Pleasant Street, then beginning again at a bound set in the present easterly line of Pleasant Street, said bound bearing S. 13° 13' 50" E. and being 102.69 feet distant from the last described bound, by land of Lester E. & Ivah C. Stowell, thence running on a curve of a radius of 175.04 feet starting southwesterly and curving southerly by land of said Stowell and through and by land of Jennie L. Enos, 106.59 feet to a bound, thence running S. 25° 05' 50" E. by and through said land of Jennie L. Enos 131.71 feet to a concrete bound, thence running on a curve to the left of a radius of 40 feet through said land of Enos 59.21 feet to a bound set in the present northerly line of Allen Street, then beginning again at a bound set in the present southerly line of Allen Street, said bound bearing S. 35° 09' 0" E. and being 41.46 feet distant from the last described bound, thence running on a curve starting westerly and curving southerly and southeasterly of a radius of 40 feet through land of Lizzie W. R. Allen 66.45 feet to a bound, thence running S. 25° 05' 50" E. through said land of Allen, through land of Hannah B. Nye et al through land of Annie E. Luce heirs et al, through land of Effie O. Nye, and through land of Emma P. Nye 442.36 feet to a bound, thence running on a curve to the left of a radius of 44.34 feet, through said land of Nye 57.33 feet to a bound set in the present northerly line of Lewis Street, then beginning again at a bound set in the present southerly line of Lewis Street, said bound bearing S. 51° 40' 40" E. and being 54.26 feet distant from the last described bound, thence running on a curve starting westerly and curving southerly and southeasterly of a radius of 50 feet through land of Stanley Mc Cormick 86.0 feet to a bound, thence running S. 17° 43' 20" E. through said land of Mc Cormick, through land of Joseph S. Zora, through land of Isaac N. Hathaway, through land of William Sparrow Estate, and through land of H. Florence Delano 976.71 feet to a bound, thence running on a curve to the right of a radius of 760 feet by said land of Delano and by and through land of William Sparrow Estate 342.67 feet to a bound, thence running S. 8° 47' 50" W. through said land of Sparrow, through land of Matilda C. Parshley, through land of Lizzie W. R. Allen, through land of Joseph H. Clark heirs, through and by land of John H. Wisner, Jr., by other land of Lizzie W. R. Allen and by other land of John H. Wisner, Jr. 1226.31

LAYOUT OF CONVERSE ROAD

(Continued)

feet to a bound, thence running on a curve to the left of a radius of 480 feet by said land of John H. Wisner, Jr. 296.50 feet to a bound, thence running S. 26° 35' 40" E. by and through said land of Wisner, Jr., through land of Lizzie W. R. Allen 818.07 feet to a bound S. 24° 12' 40" E. by other land of Lizzie W. R. Allen, by land of Ernest S. Clark, by land of George N. Holmes Estate, by land of George B. Nye, and by other land of George N. Holmes Estate 1642.83 feet to a bound, thence running on a curve to the left of a radius of 1200 feet through land of Cora A. Hayward and through land of George N. Holmes Estate 203.56 feet to a bound and thence running S. 33° 55' 50" E. through said land of Holmes Estate, by land of Louise H. Bonney, by land of Lillian P. Silvestri, by land of Fred O. Tripp, by land of C. M. Maxim et al, by land of George F. Spooner, by land of Mary L. Holmes and by land of Parker Converse and Margaret C. Butler 875.17 feet to a stone bound.

The southerly and westerly line begins on land of Georgianna H. Crapo at a bound, thence running S. 25° 05' 50" E. through said land of Crapo, through and by land of Annie E. Luce heirs et al, by and through land of Georgianna H. Crapo and Hannah B. Nye, through land of Hannah B. Nye, through land of Jordan H. Bacon and through land of Emma P. Nye 861.32 feet to a bound, thence running on a curve to the right of a radius of 1200 feet through said land of Nye 154.46 feet to a bound, thence running S. 17° 43' 20" E. through said land of Nye, through land of Annie E. Luce heirs et al, and through land of Lizzie W. R. Allen 950.41 feet to a bound, thence running on a curve to the right of a radius of 720 feet through said land of Allen and by land of the Federal Land Bank of Springfield 324.63 feet to a bound thence running S. 8° 47' 50" W. through said land of the Federal Land Bank of Springfield 1225.83 feet to a bound, thence running on a curve to the left of a radius of 520 feet through said land of the Federal Land Bank of Springfield and through land of Parker Converse 321.20 feet to a bound, thence running S. 26° 35' 40" E. through and by said land of Parker Converse 817.24 feet to a bound. Thence running S. 24° 12' 40" E. by said land of Parker Converse 1642.00 feet to a bound thence running on a curve to the left of a radius of 1240 feet by said land of Parker Converse and by land of Lizzie W. R. Allen 210.35 feet to a bound and thence running S. 33° 55' 50" E. by said land of Lizzie W. R. Allen, through land of Alice B. Pratt, through land of Theresa A. McDonald and through and by other land of Alice B. Pratt 869.15 feet to

LAYOUT OF CONVERSE ROAD

(Continued)

to a bound and end of layout, said bound bears S. 64° 37' 20" W. and is 40.45 feet distant from the last described bound in the above described northerly and easterly line and all the land lying between the above described lines is hereby taken and laid out as a public highway. This road shall in all places where the side lines are parallel be forty (40) feet in width.

Accepted March 6, 1933.

County Commissioners' Decree
865, Plymouth Registry of
Deeds Plan Book 5, pages
256-258

COTTAGE STREET

Beginning at the northeast corner of Charles H. Damais House lot thence west one half degree south in line of said house lot. 177 feet to the northeast corner of Jobez H. Wing's house lot. Thence in the same course in line of said Wing's house lot 117 feet to A. J. Hadley's land. Thence the same course 27 feet to Mrs. Patience Edick's house lot. Thence same course in in her north line 90 feet to the northeast corner of her house lot. Thence west one fourth of a degree north and parallel to Main Street, through Seth G. Mendall's land about one hundred and fifty feet and through Eveline Hathaway's land about twenty-five feet. Continuing the same course through Silas B. Allen or Oscar Blaisdell's land one hundred and seventy feet. Thence through George H. Brown's land the same course one hundred and forty three feet, and continuing the same course through H. H. Pritchard's land, one hundred and twenty-eight feet to the Tabor Road so called. And the said Town Way to be ~~forty feet wide~~ and to be on the Northerly side of the above described line.

March 5, 1888.

No layout plan can
be found for
Cottage Street

Superseded by
Decree No. 961

COUNTY ROAD
(Parlow's Mills toward Tremont)

Beginning at a stone bound at the northeast corner of the Woodside Cemetery in the westerly line of the highway. Thence running south $9^{\circ} 33'$ West eighteen hundred and twelve (1812) feet in the highway to a stone bound; thence south $0^{\circ} 1'$ west two hundred and eighty (280) feet to a stone bound; thence south $4^{\circ} 55'$ west two hundred ninety nine (299) feet to a stone bound; thence south $3^{\circ} 00'$ east six hundred and forty eight (648) feet to a stone bound; thence south $10^{\circ} 45'$ west five hundred and thirty-eight (538) feet to a stone bound; thence south $15^{\circ} 37'$ west six hundred and fifty-nine (659) feet to a stone bound; thence south $7^{\circ} 54'$ west three hundred five (305) feet to a stone bound; thence south $10^{\circ} 34'$ east three hundred seventy-two (372) feet to a stone bound; thence south $5^{\circ} 05'$ east three hundred ninety-four (394) feet to a stone bound; thence south $2^{\circ} 01'$ East one hundred seventy-three feet to a stone bound; thence south $14^{\circ} 39'$ west one hundred sixty (160) feet to a stone bound; thence south $32^{\circ} 09'$ west two hundred (200) feet to a stone bound; this and the ten previously mentioned courses all being on land of John C. Makepeace; thence same course one hundred thirty feet on land of Nathan F. Morse, thence south $36^{\circ} 24'$ west two hundred seventy three (273) feet to a stone bound; thence south $28^{\circ} 54'$ west six hundred sixty-four (664) feet to a stone bound; thence south $34^{\circ} 40'$ west one hundred eighty-one and six tenths (181.6) feet. This and the two previously mentioned courses all being on land of said Morse. Thence same course two hundred six (206) feet to a stone bound; thence south $39^{\circ} 30'$ west five hundred twenty-three and $6/10$ feet (523.6) feet to a stone bound; thence south $38^{\circ} 51'$ west five hundred seventy-five (575) feet to a stone bound; thence south $30^{\circ} 16'$ west five hundred twenty-two (522) feet to a stone bound; this and the three previously mentioned courses being on land of Richard W. Clark; thence same course thirty (30) feet to a stone bound marking the corner of the town of

COUNTY ROAD
(Parlow's Mills toward Tremont)
(Continued)

1000 feet, E. then and distance; thence south $73^{\circ}10'$ east three hundred
 thirty-two, (332) feet on land of E. J. Taylor; thence same course
 three hundred ninety (390) feet on land of Frederick Crittenden;
 thence south $17^{\circ}59'$ west six hundred fifty (650) feet to a stone
 bound; thence south $14^{\circ}09'$ west five hundred thirty (530) feet;
 this and the previous course being on land of Evelyn Davis; thence
 same course forty three (43) feet to a stone bound; thence south
 $26^{\circ}20'$ west four hundred seventy three, (473) feet to a stone bound;
 thence south $31^{\circ}01'$ west four hundred seventy five (475) feet to
 a stone bound; this and the two previous sections together all
 being on land of Asael Cushman's Heirs; thence south $17^{\circ}04'$ west
 three hundred (300) feet to a stone bound; thence south $9^{\circ}22'$ west
 five hundred feet to a stone bound; this and the last named course
 being in the highway; thence south $7^{\circ}00'$ west five hundred thirty
 eight (538) feet to a stone bound being 11 feet in the highway and
 328 feet in the land of Benjamin F. Muse. Thence south $40^{\circ}56'$ east
 eight hundred fifty-five (855) feet to a iron monument standing at
 a point where the boundary line between the towns of Andover and
 North Andover crosses the highway; thence same course (having an angle
 of seven (707) feet to a stone bound; being two hundred fifteen (215)
 feet on land of Benjamin F. Muse, and one hundred forty (140) feet on
 land of David F. Taylor; thence same course (having an angle of seven (707) feet on
 land of Moses Willis and Gurney; thence south $15^{\circ}00'$ east seven
 hundred eighty-eight and one (788.10) feet to a stone bound;
 being 200 feet on land of said Moses, Willis and Gurney and 588.10
 feet on land of David H. Hawley; thence south $39^{\circ}11'$ east four
 hundred forty-five (445) feet, being 500 feet on land of David F.
 Hawley and 45 feet on land of Jacob H. Hawley; thence south 27°
 $55'$ east six hundred seventy-six (676) feet to a stone bound; being
 431 feet on land of said Jacob H. Hawley and 245 feet on land of
 Charles S. Gleason; thence south $15^{\circ}33'$ east (500) two hundred
 feet to a stone bound; thence south $2^{\circ}13'$ west one hundred
 thirty three (133) feet to a stone bound; thence south $10^{\circ}12'$ west two

CERTIFICATE
 (Farlow's Mills toward Fremont)
 (Continued)

hundred feet (210) to a stone bound. This and the two previous courses all being on land of said Charles B. Gleason; thence $18^{\circ} 52'$ west five hundred one (501) feet to a stone bound on land of said Gleason; thence south $27^{\circ} 32'$ west three hundred sixty-three (363) feet to a stone bound being 55 feet on land of said Gleason and 308 feet on land of Jerome C. Deane; thence south $21^{\circ} 20'$ west six hundred seventy-five (675) feet in the highway; thence south $11^{\circ} 2'$ west two hundred fifty-five (255) feet in the highway to a point in the Sigsbee River, this being the easterly line of location; the above described highway to extend forty feet in width on the easterly side of the above described line.

Then began to relocate the King's highway (so called) at a stone bound which marks the termination of the twenty-fifth course described in the return of location of the County Commissioners of Plymouth County dated July 6, 1907 under petition of John T.

Pierce and others and running thence north $10^{\circ} 44'$ east two hundred sixty-eight and five tenths (268.5) feet to a stone bound; thence by a curve to the left the radius of which is 460.0 feet three hundred three (303) feet to a stone bound, said curve being marked by stone bounds 50.5 feet apart; thence north $18^{\circ} 06'$ west two hundred ninety three feet (293) feet to a stone bound all on land of Saverly A. Morse; said above described line being the westerly line of location and said road to extend forty feet in width on the easterly side of said above described location.

Superseded by
Decree No. 961

RELOCATION OF COUNTY ROAD

Description of east side of layout. Beginning at a town bound No. 37 centre of channel of the Sippican River at the centre of the easterly side of the bridge, 22 feet from a witness monument. Thence S. $0^{\circ}, 3'$ W. 581.42 feet by land of Annie F. Gurney to a bound: thence south $9^{\circ}, 10'$ E. 763.50 feet by land of Annie F. Gurney, Elliot D. Pierce, and Mary C. Lane and Annie F. Gurney, to a bound in the north side of Point Road: thence south $12^{\circ}, 20'$ W. 40.33 feet to a bound in the south side of Point Road: thence S. $47^{\circ}, 59'$ W. 724.75 feet by land of Alonzo B. Hathaway, and Sarah M. Ellis, to a bound: thence S. $44^{\circ}, 44'$ W. 405.71 feet by land of Sarah M. Ellis to a bound at the corner of the Cemetery wall: thence S. $57^{\circ}, 27'$ W. by the Cemetery wall 249.37 feet by Cemetery and land of Jennie F. Tripp to a bound: thence S. $60^{\circ}, 00'$ W. 323.92 feet by land of Jennie F. Tripp to a bound: thence S. $29^{\circ}, 26'$ W. 62.58 feet by land of Jennie F. Tripp to a bound: thence S. $29^{\circ}, 26'$ W. 25.50 feet by land of Jennie F. Tripp to a bound in the east line of Front Street.

The West line is described as follows: Beginning at a point in the Sippican river at the southerly end of the westerly line of that part of the County Road as laid out by the County Commissioners in 1909: thence S $0^{\circ}, 30'$ W. 585.75 feet to a bound; thence S. $9^{\circ}, 10'$ E. 682.08 feet to a bound; the above two courses are parallel to and 40 feet from the east line. Thence S. $2^{\circ}, 42'$ W. 52.67 feet to a bound; thence S. $13^{\circ}, 18'$ W. 47.58 feet to a bound; thence S. $30^{\circ}, 07'$ W. 43.33 feet to a bound. All the above courses are by land of Paul W. Briggs. Thence S. $47^{\circ}, 09'$ W. 653 feet by land of Paul W. Briggs, Annie F. Gurney, Charles B. Hathaway, R. William Smith, and Paul W. Briggs to a bound, thence S. $44^{\circ}, 44'$ W. 401.92 feet by land of Paul W. Briggs to a bound; thence S. $57^{\circ}, 27'$ W. to and by the Cemetery wall. 244.50 feet by the land of Paul W. Briggs and Cemetery

RELOCATION OF COUNTY ROAD
(continued)

to a bound at the end of the Cemetery wall; thence S. 60^o,00' W. 322.08 feet by the land of the Methodist Society, Paul W. Briggs and Marion de Costa, to a bound near the S. E. corner of the de Costa house; thence S. 63^o,06' W. by land of Marion de Costa 75 feet to a bound in the east line of Front Street. The last five courses are parallel to and 40 feet from corresponding courses on the easterly side of this layout, except possibly a slight variation between the Cemetery Walls.

March 1, 1915.

S. J. ...

Plan available in
the Marion Plan
Index

Not provided in Town Clerks records is the current description for County Road, County Commissioners' Decree No. 961. This is County Commissioners' layout L-44, and is available at the Registry of Deeds in Plan Book CC33, pages 2533, 2535, 2537, 2539 and 2539A.

COVE STREET

Date of Acceptance: March 6th, 1956 - Annual Town Meeting

See action under Article 40 of the Warrant.

Voted: That the Town accept the layout of a private way leading in a general easterly direction from Converse Road, through the property now or formerly of George B. Crapo, Marion, Massachusetts, known as Cove Street, as a Town Way, and to accept by gift a deed from said George B. Crapo and others to a certain parcel of land for said roadway as laid out and approved by the Marion Planning Board December 17, 1951 and shown on a plan by Samuel H. Corse, Surveyor, dated November 12, 1951, and filed by the Selectmen with the Town Clerk on February 21, 1956, bounded and Described as follows:

"Beginning at a stake in the easterly line of Converse Road as laid out by the County of Plymouth under Decree #865, said stake being the south-westerly corner of Lot #22 on Plan of Land in Marion, Mass. surveyed for George B. Crapo, dated December 28, 1950, revised November 12, 1951, made by Samuel H. Corse, surveyor, Rochester, Mass.; thence north $38^{\circ} 10' 30''$ east by the northerly line of existing Cove Street 754.12 feet to a point; thence south $3^{\circ} 39' 40''$ west by the land of Albert W. Winters 40.68 feet to a point; thence south $83^{\circ} 10' 30''$ west by the southerly line of existing Cove Street 745.76 feet to a stake; thence northerly by the easterly line of Converse Road 40.01 feet to the point of beginning."

see Registry of Deeds
Plan Book 9, page 120

Plan 9-120

~~AD Plan 9-120~~

see Registry of
Deeds Plan Book
35, page 755

COVE'S END ROAD

Description of Cove's End Road as shown on a plan entitled "Plan and Profile of Cove's End Road in Marion, Mass., Dec. 26, 1990"

Beginning at the most southerly corner of land now or formerly of Frank J. Linhares in the northwesterly line of Wareham Street, a State highway layout known as Rte. #6; thence South 42 Degrees 54' 35" West by the northwesterly line of the said Wareham Street 65.83 feet; thence northeasterly, northerly and northwesterly by land now or formerly of William A. Jones by a curve deflecting to the left, said curve having a radius of 25.00 feet and a length of 40.07 feet measured on the arc; thence North 48 degrees 55'08" West by the said last-named land and land now or formerly of Thomas and Linda Cooper 271.62 feet; thence northwesterly and westerly by the said last-named land by a curve deflecting to the left, said curve having a radius of 25.00 feet and a length of 31.03 feet measured on the arc; thence westerly, northwesterly, northerly and northeasterly by the said last-named land and by land now or formerly of Patricia M. Hunt by a curve deflecting to the right, said curve having a radius of 43.00 feet and a length of 120.92 feet measured on the arc; thence North 41 degrees 04'52" East by the said last-named land 43.00 feet to the southwesterly line of land now or formerly of Frank J. Linhares; thence south 48 degrees 55'08" East by the said last-named land 450.05 feet to the point of beginning.

Description of the drainage easement for the benefit of Cove's End Road. Beginning in the southwesterly line of Cove's End Road at the most northerly corner of land now or formerly of William A. Jones, being shown as lot #2 on the above-mentioned plan, thence South 51 degrees 09'57" West by the lot line between lots #2 and #3 as shown on the above-mentioned plan 106.00 feet; thence south 45 degrees 35'03" East 60.00 feet; thence South 44 degrees 24'57" East, 55 feet more or less to the edge of a salt marsh; thence northwesterly by the salt marsh 139 feet more or less; thence North 44 degrees 24'57" East 55 feet more or less 105.29 feet to the southwesterly line of the aforementioned Cove's End Road; thence South 48 degrees 55' 08" East by the southwesterly line of the said Cove's End Road 12.19 feet to the point of beginning.

Accepted as a Town Way at Annual Town Meeting on April 23, 1991.

CRANBERRY WAY

See Registry of Deeds Plan Book 3240, page 151 and Plan Book 19, page 240 for plans showing this description.

Beginning at the intersection of the northeasterly line of Marion Road (a State Highway laid out in 1903) with the southeasterly line of Cranberry Way; thence North 40 degrees 41' 30" West by the northeasterly line of the said Marion Road 57.02 feet to the southwesterly line of land now or formerly of Charles E. and A. Bell Anderson; thence southeasterly, easterly and northeasterly by the said last-named land by a curve deflecting to the left, said curve having a radius of 12.00 feet and a length of 21.78 feet measured on the arc; thence North 34 degrees 29' 30" East by the said last-named land, by land now or formerly of A. Ralph Pullo, by land now or formerly of Stephen D. and Carol J. Backus, by land now or formerly of Charles M. and Eleanor G. Suesens, by land now or formerly of David R. and Ellen O. Dion, by land now or formerly of James M. Hannon and Alice Tangredi-Hannon, by land now or formerly of William D. and Linda A. Ainslie, by land now or formerly of David A. and Patricia L. Pimental, by land now or formerly of Robert H. and Nancy C. Sawyer, by land now or formerly of Steve E. and Anna M. Okolita and by land now or formerly of Francis J. Farrell, Jr., 1102.54 feet; thence northeasterly and northerly by land now or formerly of Francis J. Farrell, Jr. by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 17.66 feet measured on the arc; thence northerly, northeasterly, easterly, southeasterly, southerly, southwesterly and westerly by the said last-named land by a curve deflecting to the right, said curve having a radius of 43.00 feet and a length of 211.02 feet measured on the arc; thence westerly and southwesterly by the said last-named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 17.66 feet measured on the arc; thence South 34 degrees 29' 30" West by land now or formerly of Richard M. and Daryl A. Lima, by land now or formerly of Deborah D. Garnett, by the northwesterly end of Boxberry Way, by land now or formerly of Theodore S. and Elaine A. Hatch, by land now or formerly of Clifford F. and Alice H. Sollows, by land now or formerly of Robert W. Thompson, Jr. and Deborah J. Thompson, by the northwesterly end of Blueberry Way, by land now or formerly of William and Alice M. Hoeverler, by land now or formerly of Wallyce H. Fricke, by land now or formerly of Kenneth T. and Carol E. Nye, by land now or formerly of Marshall T. and Hillary A. Sadeck and by land now or formerly of Sherman S. Webb, 1148.76 feet to the point of beginning.

CRAPO STREET

Date of Acceptance: March 6th, 1956 - Annual Town Meeting
See Action under Article 38 of the Warrant

Voted: That the Town accept the layout of a private way leading in a general easterly direction from Converse Road, through the property now or formerly of George B. Crapo, Marion, Massachusetts, known as Crapo Street, as a Town Way, and to accept by gift a deed from said George B. Crapo and others to a certain parcel of land for said roadway as laid out and approved by the Planning Board April 30, 1951, and by the Board of Selectmen March 12, 1951, and shown on a plan by Corse and Tibbetts, Civil Engineers, dated February 11th, 1950, and filed by the Selectmen with the Town Clerk on February 21st, 1956, bounded and described as follows:

"Beginning at a concrete bound in the easterly line of Converse Road 116.45 feet southerly from a County Bound marking the southerly end of a curve at southerly line of Allen Street; thence north $76^{\circ}13'20''$ east by land now or formerly of George B. Crapo and others 294.35 feet to a concrete bound; thence north $82^{\circ}16'30''$ east by last-named land 755.01 feet to a concrete bound; thence easterly and northerly by a curved line with a radius of 17.62 feet, 38.92 feet to a concrete bound in the westerly line of Front Street; thence south $44^{\circ}16'40''$ east by the said Front Street 84.79 feet to a concrete bound; thence south $82^{\circ}16'30''$ west by lands of the said Crapo and others 817.56 feet to a concrete bound; thence south $76^{\circ}13'20''$ west by last named land 284.42 feet to a concrete bound in the easterly line of Converse Road; thence north $24^{\circ}49'30''$ west by the said Converse Road 40.76 feet to the point of beginning.

see Registry of
Deeds Plan Book
8, page 373.

page 373

RELOCATION OF CREEK ROAD AT JUNCTION OF POINT ROAD

Beginning at a cement bound in the westerly line of Point Road, thence by a curve the radius of which is 32.00 feet, for a distance of 62.91 feet to the southerly line of Creek Road.

This layout plan can be found in the Marion Plan Index.

March 4, 1924.

Old Layout found in Old Rochester Records, Layout of Roads, Page 30.



Note #1

→ should be

page 26

Note #2

→ this was ~~show~~ known as Road to Great Beach

RELOCATION OF CREEK ROAD

Beginning at Mass. Highway bound in the easterly line of Wareham Street as laid out Jan. 1930 thence N 4 deg. 2 min. 40 sec. W in line of said Wareham Street 40 feet to a Mass. Highway bound thence N 85 deg. 16 min. 20 sec. E 1140.95 feet to a stone post at the southeasterly corner of land of Henry W. Pittsley et al, thence N 85 deg. 47 min. 50 sec. E 776.45 feet to a stake thence easterly by a curve deflecting northerly with a radius of 40 feet a distance of 46.80 feet to a stake in westerly line of Point Road thence S 18 deg. 45 min. 20 sec. W in line of Point Road 118.15 feet to a concrete bound marking a layout of 1924, a plan of same being on file at the Marion Dept. of Public Works office thence northerly by a curve deflecting westerly with a radius of 32.00 feet a distance of 62.91 feet measured on the arc to a concrete bound marking another point in the said layout of 1924, thence S 85 deg. 47 min. 50 sec. W 737.76 feet to a stake thence S 85 deg. 16 min. 20 sec. W 1141.26 to place of beginning.

Accepted March 6, 1933.

This layout plan is
available in the
Marion Plan Index.

ALTERATION IN EXISTING LINES AT THE CORNERS OF
THE INTERSECTION OF CREEK AND POINT ROADS.

(Description of proposed taking from the Estate of Ellen Marvel.) Beginning at a point in the southerly line of Creek Road as accepted March 6, 1933, thence north $85^{\circ}-47'-50''$ east in the southerly line of Creek Road 39.55 feet to a cement bound thence by a curved line easterly deflecting southerly, with a radius of 32 feet and a distance of 62.91 feet measured on the arc to a cement bound as by layout of March 4, 1924, thence south $18^{\circ}-45'-20''$ west 39.55 to a point in the westerly line of Point Road, thence northerly and deflecting westerly by a curved line with a radius of 58.00 a distance of 114.35 measured on the arc to the point of beginning.

(Area of taking 1235 square feet or 4.54 square rods more or less.)

(Description of proposed taking from the East Marion Realty Trust.) Beginning at a point in the northerly line of Creek Road as accepted March 6, 1933, thence easterly deflecting northerly by a curved line with a radius of 75.00 feet a distance of 87.76 measured on the arc to a point in the westerly line of Point Road, thence south $18^{\circ}-45'-20''$ west in line of Point Road 23.19 feet to a cement bound, thence southerly and deflecting westerly by a curved line with a radius of 40.00 feet a distance of 46.80 feet measured on the arc to a cement bound in the northerly line of Creek Road, thence south $85^{\circ}-47'-50''$ west in the northerly line of Creek Road 23.19 feet to the point of beginning.

(Area of taking 313 square feet or 1.15 square rods more or less.)

see Registry of Deeds Plan Book 5,
page 749.

Accepted at the annual town meeting held March 2, 1936.

See Plan No. 38 on file.

Registered in Plymouth on March 5, 1936.

CROSS NECK ROAD

ARTICLE 33: Moved that the Town vote to see if the residents of the Town of Marion will discontinue CROSS NECK ROAD as a public way.

MOTION DEFEATED

ANNUAL TOWN MEETING 4-28-87.

The location shown on Assessors' maps (and on survey plans) do not correspond to the layout approved in 1846. (See note on Plan Book 34, page 601, "The layout description has a serious conflict with the location of the existing traveled way.")

For the correct description of Cross Neck Road see "Layout of Roads 1889 from Records of Town of Rochester, Town of Marion"

Across the Neck

Great Neck road:-

We the selectmen of the town of Rochester, the subscribers have laid out for the use of the town, a town way as follows. Beginning at the North West corner of Clement Hammond house lot on the East side of the old Neck road and running East 15 deg. North 30 rods through land of Ephraim Allen, thence East 23 1/2 deg. North 20 rods through the land of Noble E. Bates same course 10 rods through land of James Delano, same course 4 rods through land of Marshall V. Simmons, 28 rods same course through land of Paddock Bates and Reuben Allen, same course 6 rods & East 30 deg. North 11 rods and East 75 deg. North 50 rods through land of Ephraim Allen, thence East 26 1/2 deg. North 12 rods through land of Jabez Delano heirs, same course 13 rods through land of Henry Delano, same course 8 rods, and East 17 deg. North 15 rods through land of Wid. Ruth Delano, thence East 25 deg. North 56 rods through land of Stephen Delano, same course 7 rods & East 2 deg. South 14 rods through land of Wid. Ruth Delano same course 15 rods & East 24 deg. North 17 rods through land of Stephen Delano thence East 11 deg. North 13 rods through land of Isaac Delano to intersect the Delano road to be two rods wide and to be on the Northerly side of said course, and the owner of the land over which said road passes so far as we have ascertained release all damages for laying said road way through their land. Which said road is hereby reported to the town for their acceptance and when accepted & recorded is forever after to be known as a public town way.

Dated at Rochester this 30th day of October 1846.

Voted to accept the following report of the selectmen, the town knowing no expense in making the road or for land or for the same.

Report as following viz;

June the 17th, 1814. Then laid out the following road into the Great Neck.

Beginning by the road that leads from the Friends Meeting house to Wareham where the road is now trod, thence East 4 deg. north 30 rods, thence South 60 deg. East 30 rods, thence East 32 rods, thence East 20 deg. South 25 rods, thence East 30 deg. North 17 rods, thence East 7 rods, thence East 15 deg. North 22 rods, thence East 5 deg. South 18 rods, thence East 30 deg. South 32 rods, thence south 25 deg. East 14 rods, thence South 55 East 40 rods, thence South 30 deg. East 74 rods, thence South 50 deg. East 25 rods, thence South 18 deg. East 12 rods, thence South 55 deg. East 19 rods, thence East 15 deg. South 28 rods, thence South 56 deg. East 35 rods, thence East 37 deg. South 14 rods, thence South 45 deg. East 14 rods, thence East 30 deg. North 40 rods, thence East 30 deg. North 43 rods, thence East by North 40 rods to Stephen Delano's Wharf.

Then began 8 rods West by South from Stephen Delano's Wharf, thence South 30 deg. East 108 rods, thence South 40 deg. West 10 rods, thence South 13 deg. East 32 rods to the old road leading to Joshua Allen's.

Then began at the northerly line of Cornelius Briggs homestead where the road is now trod, thence North 34 deg. West 78 rods, thence North 16 deg. West 28 rods, thence North 30 deg. West 18 rods, thence North 7 deg. West 34 rods, thence North 25 deg. West 22 rods, thence North 30 deg. West 50 rods, thence North 23 deg. West 75 rods, thence North 50 deg. West 60 rods, thence North 29 deg. West 110 rods, thence North 20 deg. West 36 rods, thence North 14 rods, thence North 23 deg. West 170 rods, thence North 15 deg. West 72 rods, thence North 10 deg. East 54 rods, thence North 26 rods, thence North 40 deg. East 20 rods, thence North 10 deg. West 39 rods to where the road leaves the main road to Stephen Delano's. The said road to be 30 feet wide and lay one half on one side the courses above mentioned and the other half on the other side of said courses.

County Point Delano

County



The only remaining remnant of this Delano Road layout is that portion shown on Sheet 6 of the 1908 layout

RELOCATION OF DELANO ROAD

Beginning at the southwest corner of the Wick's place (so called) thence south 9° west 83 feet, thence south $10\frac{1}{2}^{\circ}$ west 83 feet. Thence south $18\frac{1}{2}$ west 83 feet to a post by the wall near a cedar tree and not far from the southwest corner of the Benjamin Durbu place.

The above described easterly line of layout to be 33 feet wide.

August 25, 1905.

See Point Road description of June, 1882 for a description of the southern end on Delano Road (later superseded).

P1
1908

The 1908 layout
plan is available at
the Marion Plan
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DELANO ROAD

Delano Road (so called). 33 feet wide from Great Neck Road near Hamlins Corner easterly to Delano's wharf and beyond to the Swamp Brook.

The center line of the Road is described as follows:

The point of beginning is in the east line of the Great Neck Road, one hundred fifty-five and ninety-seven hundredths (155 97/100) feet south of the State Highway; then from said point of beginning, South eighty-five degrees ten minutes, thirty seconds east (S. 85° 10' 30" E.) one hundred forty-four and twenty-one hundredths (144 21/100) feet to a point of curve. Thence on a curve to the right of five hundred (500) feet radius; one hundred ninety-four and two hundredths (194 2/100) feet to a point of tangent. Thence south sixty-two degrees, fifty-six minutes thirty seconds east (S. 62° 56' 30" E.) two hundred ninety-two and eighty-one hundredths (292 81/100) feet to a point of curve; thence on a curve to the right of two hundred eighty (280) feet radius, one hundred ninety-one and thirty-six hundredths (191 36/100) feet to a point of tangent. Thence south twenty-three degrees forty-seven minutes east (S. 23° 47' E) one hundred twelve and eighty-five hundredths (112 85/100) feet to a point of curve; thence on a curve to the left of two hundred ninety (290) feet radius one hundred twenty-nine and ninety-one hundredths (129 91/100) feet to a point of tangent. Thence south forty-nine degrees twenty-seven minutes east (S. 49° 27' E.) two hundred fifty and forty-four hundredths (250 44/100) feet to a point; thence south forty-eight degrees six minutes east (S. 48° 6' E) two hundred fifty and four (250 4/00) feet to a point of curve; thence on a curve to the right of four hundred (400) feet radius one hundred twenty-one and two tenths (121 2/10) feet to another point of curve; thence on a curve to the right of one thousand three hundred fifty-nine and nine tenths (1359 9/10) feet radius one hundred forty-four and thirty-eight hundredths (144 38/100)

Beginning of
Sheet 2

The 1908 layout
plan is available at
the Marion Plan
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DELANO ROAD
(Continued)

P2 1908

feet to a point of tangent. Thence south twenty-four degrees thirty-nine minutes thirty seconds east (S. $24^{\circ} 39' 30''$ E.) one hundred two and three hundredths ($102 \frac{3}{100}$) feet to a point of curve; thence on a curve to the left of four hundred sixty (460) feet radius one hundred forty-eight and eighty-five hundredths ($148 \frac{85}{100}$) feet to a point of tangent; thence south forty-three degrees twelve minutes east (S. $43^{\circ} 12'$ E.) one hundred nineteen and forty-three hundredths ($119 \frac{43}{100}$) feet to a point of curve; thence on a curve to the right of one hundred eighty (180) feet radius one hundred six and twenty-eight hundredths ($106 \frac{28}{100}$) feet to a point of tangent. Thence south nine degrees twenty-two minutes thirty seconds east (S. $9^{\circ} 22' 30''$ E.) one hundred sixteen and eight hundredths ($116 \frac{8}{100}$) feet to a point of curve; thence on a curve to the left of six hundred eighty (680) feet radius one hundred seventy-five and twenty-five hundredths ($175 \frac{25}{100}$) feet to a point of tangent; thence south twenty-four degrees eight minutes thirty seconds east ($24^{\circ} 8' 30''$ E.) eighty-eight and twenty-three hundredths ($88 \frac{23}{100}$) to a point of curve; thence on a curve to the left of four hundred sixty (460) feet radius one hundred fifty-six and twenty-three hundredths ($156 \frac{23}{100}$) feet to a point of tangent; thence south forty-three degrees thirty six minutes east (S. $43^{\circ} 36'$ E.) thirty-four and eighty-one hundredths ($34 \frac{81}{100}$) feet to a point of curve; thence on a curve to the left of five hundred sixty (560) feet radius one hundred seven and seventy-five hundredths ($107 \frac{75}{100}$) feet to a point of tangent; thence south fifty-four degrees thirty-seven minutes, thirty seconds east (S. $54^{\circ} 37' 30''$) one hundred fourteen and fifty-five hundredths ($114 \frac{55}{100}$) feet to a point of curve; thence on a curve to the right of one hundred ninety (190) feet radius one hundred thirty-one and nine tenths ($131 \frac{9}{10}$) feet to a point of tangent; thence south fourteen degrees fifty-one minutes east (S. $14^{\circ} 51'$ E.) seventy-two and fifty-nine hundredths ($72 \frac{59}{100}$) feet to a point

Beginning
of Sheet
3

The 1908 layout
plan is available at
the Marion Plan
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DELANO ROAD
(Continued)

P.3 1908

of curve; thence a curve to the left of two hundred sixty (260) feet radius, one hundred and fifty-three and sixty-eight hundredths ($153 \frac{68}{100}$) to a point of tangent; thence south forty-eight degrees forty-three minutes east (S. $48^{\circ} 43'$ E.) one hundred thirty-nine and sixty-seven hundredths ($139 \frac{67}{100}$) feet to a point of curve; thence on a curve to the left of four hundred (400) feet radius one hundred eleven and sixty-four hundredths ($111 \frac{64}{100}$) feet to a point of tangent; thence south sixty-four degrees forty-two minutes thirty seconds east ($64^{\circ} 42' 30''$ E.) one hundred sixty-seven and sixty-six hundredths ($167 \frac{66}{100}$) feet to a point; thence south sixty-nine degrees forty-seven minutes east ($69^{\circ} 47'$ E.) two hundred twelve and sixty-one hundredths ($212 \frac{61}{100}$) feet to a point of curve; thence on a curve to the right of three hundred forty (340) feet radius one hundred nineteen and thirty-eight hundredths ($119 \frac{38}{100}$) feet to a point of tangent; thence south fifty degrees forty-seven minutes east (S. $50^{\circ} 47'$ E.) one hundred thirty-two and thirty-one hundredths ($132 \frac{31}{100}$) feet to a point of curve; thence on a curve to the right of six hundred (600) feet radius ninety-nine and four tenths ($99 \frac{4}{10}$) feet to a point of tangent; thence south forty-one degrees seventeen minutes thirty seconds east ($41^{\circ} 17' 30''$ E.) two hundred eleven and five tenths ($211 \frac{5}{10}$) feet to a point of curve; thence on a curve to the right of six hundred (600) feet radius one hundred twenty-eight and fifty-four hundredths ($128 \frac{54}{100}$) feet to a point of tangent; thence south twenty-nine degrees one minute east (S. $29^{\circ} 1'$ E.) eighty-three and seventy-one hundredths ($83 \frac{71}{100}$) feet to a point of curve; thence on a curve to the left of one hundred and ten (110) feet radius ninety-nine and fifty-five hundredths ($99 \frac{55}{100}$) feet to a point of tangent; thence south eighty degrees fifty-two minutes east (S. $80^{\circ} 52'$ E.) sixty four and sixty-two hundredths ($64 \frac{62}{100}$) feet to a point of curve; thence on a curve to the right of one hundred and twenty (120) feet radius ninety-seven and seventy-eight hundredths ($97 \frac{78}{100}$) feet

Beginning
of Sheet

Beginning
of 1924
Layout

Beginning
of Sheet 5

The 1908 layout
plan is available at
the Marion Plan
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DELANO ROAD
(Continued)

24. 1908

to a point of tangent; thence south thirty-four degrees eleven minutes east ($34^{\circ} 11' E.$) sixty-five and two tenths ($65 \frac{2}{10}$) feet to a point of curve; thence on a curve to the left of one hundred forty (140) feet radius one hundred three and fifty-eight hundredths ($103 \frac{58}{100}$) feet to another point of curve; thence on a curve to the left of two hundred seventy-eight and thirty-four hundredths ($278 \frac{34}{100}$) feet radius one hundred and forty-one and fifty-three hundredths ($141 \frac{53}{100}$) feet to a point of tangent.

Layout plan says north, plan is correct, this is a typo.

Thence south seventy-four degrees seventeen minutes thirty seconds east (S. $74^{\circ} 17' 30'' E.$) one hundred eighty-two and two hundredths ($182 \frac{2}{100}$) feet to a point; thence north sixty-nine degrees five minutes east ($69^{\circ} 5' E.$) one hundred and forty-two and ninety-

Insert "N"

eight hundredths ($142 \frac{98}{100}$) feet to a point of curve; thence on a curve to the right of two hundred eighty (280) feet radius one hundred twelve and four tenths ($112 \frac{4}{10}$) feet to a point of tangent; thence south eighty-seven degrees fifty-five minutes east ($S. 87^{\circ} 55' E.$) sixty-nine and sixty-seven hundredths ($69 \frac{67}{100}$) feet to a point of curve; thence on a curve to the left four hundred ten and eighty-five hundredths ($410 \frac{85}{100}$) feet radius one hundred four and sixty-nine hundredths ($104 \frac{69}{100}$) feet to another point of curve; thence on a curve to the left of

End of
1924
Layout

two hundred feet (200) feet radius eighty-two and five tenths ($82 \frac{5}{10}$) feet to another point of curve; thence on a curve to the left of one thousand fifty-eight and four tenths ($1058 \frac{4}{10}$) feet radius three hundred thirty and three tenths ($330 \frac{3}{10}$) feet

Beginning of
Sheet 6

to a point of tangent; thence north thirty-five degrees fifty-eight minutes east ($N. 35^{\circ} 58' E.$) ninety-eight and sixty-seven hundredths ($98 \frac{67}{100}$) feet to a point of curve; thence on a curve to the right of two hundred twenty (220) feet radius one hundred ninety and two tenths ($190 \frac{2}{10}$) feet to a point of tangent; thence north eighty-five degrees thirty minutes east

The 1908 layout
plan is available at
the Marion Plan
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DELANO ROAD

(Continued)

P5. 1908

(N. $85^{\circ} 30' E.$) four hundred fifty-three and eighty-seven hundredths ($453 \frac{87}{100}$) feet to a point near Delano's wharf (so called) thence south twenty degrees six minutes east ($20^{\circ} 6' E.$) five hundred eighty-seven and five hundredths ($587 \frac{5}{100}$) feet to a point;

Beginning of Sheet 7

thence south twenty-two degrees forty-six minutes thirty seconds east (S. $22^{\circ} 46' 30'' E.$) five hundred thirty-seven and twenty-two hundredths ($537 \frac{22}{100}$) feet to a point; thence south twenty-six degrees eight minutes thirty seconds east (S. $26^{\circ} 8' 30'' E.$) two hundred eighty-four and fifty-six hundredths ($284 \frac{56}{100}$) feet to a point of curve; thence on a curve to the right of six hundred six and seventy-eight hundredths ($606 \frac{78}{100}$) feet radius and a total deflection of eighteen degrees thirty-seven minutes thirty seconds ($18^{\circ} 37' 30''$) one hundred ninety-seven and twenty-four hundredths ($197 \frac{24}{100}$) feet to a point; thence south nine degrees two minutes west (S. $9^{\circ} 2' W.$) eighty and thirty-eight hundredths ($80 \frac{38}{100}$) feet to a point; thence south ten degrees thirty-two minutes west (S. $10^{\circ} 32' W.$) eighty-one and ninety-two hundredths ($81 \frac{92}{100}$) feet to a point;

thence south sixteen degrees thirty-two minutes west (S. $16^{\circ} 32' W.$) eighty-one and eighty-five hundredths ($81 \frac{85}{100}$) feet to a point; thence south eighteen degrees thirty-two minutes west (S. $18^{\circ} 32' W.$) ninety-one and six tenths ($91 \frac{6}{10}$) feet to a point;

Beginning of Sheet 8

thence south eight degrees twenty-four minutes thirty seconds east (S. $24^{\circ} 30'' E.$) three hundred forty-eight and twenty-one hundredths ($348 \frac{21}{100}$) feet to a point;

thence south twenty degrees thirty minutes thirty seconds east (S. $20^{\circ} 30' 30'' E.$) three hundred thirty-nine and five tenths ($339 \frac{5}{10}$) feet to a point; opposite to a stone bound marked N. standing at the north east corner of the property formerly belong-

pg 1908
plan # 24

The 1908 layout plan is available at the Marion Plan Index

DELANO ROAD
(Continued)

ing to Albert W. Nickerson; then from said last mentioned point south twenty-six degrees thirty seconds east (S. 26° 0' 30" E.) one hundred eighty-seven and three hundredths (187 3/100) feet to a point; thence south thirty-two degrees six minutes east (S. 32° 6' E.) parallel with the Nickerson fence, one hundred forty four and ninety-eight hundredths (144 98/100) feet to a point; thence south twenty-five degrees four minutes east (S. 25° 4' E.) parallel with the Nickerson fence one hundred ninety-three and fifty-three hundredths (193 53/100) feet to a point; thence south eighteen degrees forty-one minutes thirty seconds east (S. 18° 41' 30") parallel with the Nickerson fence one hundred thirty-one and seventy-two hundredths (131 72/100) feet to a point; thence south one degree four minutes thirty seconds east (S. 1° 4' 30" E.) parallel with the Nickerson fence, four hundred twenty-eight and six tenths (428 6/10) feet to a point about nine (9) feet south of the Swamp Brook; thence south thirteen degrees seventeen minutes east (S. 13° 17' E.) parallel with the Nickerson fence, one hundred three and forty-six hundredths (103 46/100) feet to a point sixteen and eighty-three hundredths (16 83/100) feet south sixty five degrees fifteen minutes thirty seconds west (S. 65° 15' 30" W) from the north east of a stone bound standing in the east line of the highway at an angle in the Nickerson fence.

Beginning of Sheet 9

Beginning of the April 15, 1913 layout

The lines of the way are parallel with the above described center line, and extend sixteen and one half (16 1/2) feet on each side of said center line, except at the angle near Delano's Wharf, where the way is widened at said angle by a curve in the west line of seventy (70) feet radius and a length of ninety and nine tenths (90 9/10) feet.

March 2, 1908.

CONTINUATION OF DELANO ROAD FROM HAMLIN'S CORNER, NORTHERLY AND
WESTERLY TO WAREHAM STREET

Beginning at a point in the west line of Point road, 3 and $\frac{1}{2}$ feet northerly from a bound stone in the north line of Delano road produced; thence north 84° west 104 feet to Wareham Street.

The above described line is the northerly line of the proposed highway, and the southerly line is parallel to and 40 feet distant from the northerly line.

March 3, 1913

There are no plans for this layout.

see MassHighways Layout 2646,
sheet 17 for information on this
section of Delano Road

A RELOCATION OF THAT PART OF THE DELANO ROAD LYING BETWEEN THE
GREAT NECK SCHOOL HOUSE AND GREAT CREEK

Beginning at a stone bound in the west line of Point Road near the Great Neck school house; thence south, 86° east, $290\frac{1}{2}$ feet to a stone bound; thence south 73° east, 222 and $\frac{1}{2}$ feet to a stone bound; thence north 84° east, $140\frac{1}{4}$ feet to a stone bound; thence north twenty eight degrees west, $338\frac{1}{4}$ feet to a stone bound; thence north 58° east, $379\frac{1}{2}$ feet to a stone bound; thence north 67° east, 258 feet to a stone bound; thence north $61\frac{1}{2}^{\circ}$ east, 190 feet and 5 inches to a stone bound near a brook; thence north $37\frac{1}{2}^{\circ}$ east, 85 feet and 10 inches to a stone bound; thence north $27\frac{1}{2}^{\circ}$ east, 154 feet and six inches to a stone bound; thence north $42\frac{1}{2}^{\circ}$ east, 464 feet to a stone bound; thence north $28\frac{1}{2}^{\circ}$ east, 316 feet and six inches to a stone bound; thence north $46\frac{1}{2}^{\circ}$ east, 162 feet and nine inches to a stone bound; the road to lie on the northerly side of the above described lines, and to be forty (40) feet in width.

typo should be

This is a typo, it should be east.

Thence north, 52° east, 614 feet and three inches to a stone bound; thence north, $19\frac{1}{2}^{\circ}$ east, 239 feet and three inches to a stone bound; thence north, 33° east, 157 feet and two inches to a stone bound; thence north, $42\frac{1}{2}^{\circ}$ east, 118 feet to a stone bound; thence north 55° east, 144 feet to a stone bound; thence, north $60\frac{1}{2}^{\circ}$ east, 209 feet and 10 inches to a stone bound; thence north, $67\frac{1}{2}^{\circ}$ east, 292 feet and six inches to a stone bound; thence north 36° east, 548 feet to a stone bound near the East Lodge of the Carrie M. Stone property. The road to lie on the northerly side of the above-described lines, and to be thirty six (36) feet in width.

Thence by a curve, the radius of which is thirty-six (36) feet, 47 feet to a stone bound; thence north 38° west, 124 feet to a stone bound; thence north $26\frac{1}{2}^{\circ}$ west, 112 feet to a stone bound; thence north 15° west, 56 feet to a stone bound near Great Creek; the road to lie on the westerly side of the above described lines and to be thirty-six (36) feet in width.

There are no plans for this layout.

April 15, 1913

DELANO ROADRELOCATION

Beginning at a stone bound in the northerly side of said road at station 47-81.59, as shown on the layout made by Albert B. Drake C. E. and accepted by the town at its annual meeting in March 1908; thence, south $41^{\circ} 45'$ east 161.46 feet to a stone bound; thence, south $44^{\circ} 25'$ east 94 feet to a stone bound; thence, south $51^{\circ} 25'$ east 55.52 feet to a stone bound; thence, south $60^{\circ} 05'$ east 66.46 feet to a stone bound; thence south $68^{\circ} 47'$ east 105.67 feet to a stone bound on the northerly side of road, shown at station 52 plus 96.03 on above mentioned lay out by Drake.

The southerly line of this relocation is parallel to and 33 feet distant from the above described lines.

The northerly line of the second relocation is described as follows: Beginning at a stone bound on the northerly side of said road at station 54-37.56, as shown on above mentioned layout by Drake thence north $78^{\circ} 03'$ east 606.62 feet to a stone bound shown at station 60-49-32 on above mentioned layout by Drake. The southerly line of this relocation is parallel to and 33 feet distant from the northerly line.

August 10, 1925

A plan of this layout is available at the Marion Plan Index.

RELOCATION OF CURVE ON DELANO ROAD NEAR PROPERTY
OF BELLE H. BRIGGS AND LOUISE E. GRIFFIN

Beginning at a stone bound in the southerly line of Delano Road as laid out in 1908, which lies in the northerly line of property now owned by Belle H. Briggs and Louise E. Griffin in the Town of Marion, Mass., thence easterly by a curved line deflecting to the right, with a radius of 70 feet a distance of 90.90 feet measured on the arc to a stone bound in the westerly line of the said Delano Road, thence South $18^{\circ} 49'$ East in the westerly line of the said Road 11.40 feet to a point, thence northwesterly by a curved line deflecting to the left with a radius of 85 feet a distance of 110.37 feet measured on the arc to a point in the southerly line of the said Delano Road, thence North $86^{\circ} - 47'$ East 11.40 feet to the point of beginning. Containing 1512 square feet more or less, all as shown on Plan entitled "Sketch Showing Proposed Change, Delano Road, Marion, Mass.", dated February 17, 1941. as drawn by Samuel H. Corse, Surveyor, Rochester, Mass."

Provided the Town of Marion proceeds with the recommendation of the Marion Planning Board for the proposed rebuilding of the old stone wall as a neat fair wall on the line of taking made in 1908, as modified by the new curve above described, with the necessary grading and fill; providing proper access to drive; relocation of steps, etc., as necessitated by new and existing contours, leaving the premises in a usable and satisfactory condition.

Accepted March 3, 1941

see Registry of
Deeds Plan Book
6, page 337.

We, the Board of Selectmen of the Town of Marion having complied with the requirements of law in relations to notifying the owners of land abutting the way over which we were petitioned by the owner to lay out as a town way, and after hearing the abutters, have laid out such way as a town way to be known as Dionne Terrace.

The way is described as follows:

Description of Dionne Terrace, Marion, Mass. as shown on a plan entitled, "Plan of Dionne Terrace, 40 ft. Wide, Marion, Mass. November 1968, Scale 1" = 40', Arthur C. Thompson, Inc., Engineers & Surveyors, Marion, Mass."

Beginning at a point in the westerly line of Pleasant Street, a County Highway Layout, Decree #1298, in the easterly line of land of Elderic H. Jr. and Virginia L. Barry, said point being North 4 degrees 33' 25" West 4.92 feet from a County Highway Bound; thence northerly, northwesterly and westerly by said last named land, by a curve deflecting to the left, said curve having a radius of 10.00 feet and a length of 16.67 feet measured on the arc; thence south 79 degrees 55' 30" West by said last named land, by land of Robert A. and Marjorie K. Lowery and by land of Thomas N. and Kathleen H. Bucar 252.97 feet; thence westerly, northwesterly, northerly, northeasterly, easterly and southeasterly by said last named land and land of Edward J. Sylvia Jr. by a curve deflecting to the right, said curve having a radius of 35.00 feet and a length of 149.43 feet measured on the arc to the westerly line of land of Travis T. and Phyllis W. McAfee; thence southerly, southeasterly and easterly by said last named land by a curve deflecting to the left, said curve having a radius of 10.00 feet and a length of 15.71 feet measured on the arc; thence North 79 degrees 55' 30" East by said last named land and land of Grace Suzanne Croncer Byron 217.14 feet; thence easterly, northeasterly and northerly by said last named land by a curve deflecting to the left, said curve having a radius of 10.00 feet and a length of 14.74 feet measured on the arc to the westerly line of the aforementioned Pleasant Street;

thence South 4 degrees 33' 25" East by the westerly line of the said Pleasant Street 60.28 feet to the point of beginning.

We, the Selectmen hereby respectfully submit this way to the Town for its acceptance as a public way.

Now Rose Cottage Lane.
see Registry of Deeds Plan Book
3224, page 302.

Joseph P Jora
Henry D. Backus Jr

William W. Laugel

BOARD OF SELECTMEN
MARION, MASSACHUSETTS

This description of Layout Filed
with Town Clerk of Marion, Mass.
February 4th, 1970 9:00 A.M.

Herbert S. Ryder
Town Clerk of Marion

RENAMED: ROSE COTTAGE LANE
ANNUAL TOWN MEETING
MARCH 2, 1970

LAYOUT OF STREET BETWEEN MAIN AND HILLER STREETS

(DREYER'S COURT)

Westerly line. Beginning at a stone bound in the northerly line of Main Street, said bound being two feet easterly from a wall which marks the division line between the land of the late Benjamin Bowditch and Jane G. G. and Harriet G. Hamlin. Thence running north two degrees and fifty minutes east parallel to said wall forty-five and six tenths feet to a stone bound; thence by a curve to the left, the radius of which is fifteen feet, twenty-five feet more or less to a stone bound in the southerly line of Hiller Street.

Easterly line. Beginning at a stone bound in the northerly line of Main Street at a point twenty feet easterly from the first mentioned stone bound. Thence running north two degrees and fifty minutes east parallel to the first described eighty-seven and three tenths but to a stone bound near a fence on the northerly side of Hiller Street.

The layout plan is
available at the
Marion Plan Index.

November 28, 1908

On Hiller St Plan

now Edgewater
Lane

Now Edgewater Lane

ROSEMARIA WAY

Article 25. Voted that the Town accept as a public way the layout known as Rosemaria Way described as follows:

Description of Rosemaria Way as shown on a plan entitled " Subdivision Plan of Land in Marion, Mass. Surveyed for Stoney Run Development Corp., March 1973, Scale: 1"=100' Arthur C. Thompson Inc., Engineers and Surveyors, Marion, Mass.

Beginning at the intersection of the easterly line of Rosemaria Way with the northerly line of Stoney Run Lane, it being the southwesterly corner of land now or formerly of John J. Russell and Katherine Claire Russell; thence North $89^{\circ}57'19''$ West by the northerly line of the said Stoney Run Lane 80.00 feet to the southeasterly corner of land now or formerly of Robert T. and Pamela M. La Crosse; thence easterly, northeasterly and northerly by the said last named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 31.42 feet measured on the arc; thence North $0^{\circ}02'41''$ East by the said last named land, by land now or formerly of Robert A. and Jane C. Scott and by land now or formerly of Barbara D. Schneider et ali, Trustees, Majucar Trust 317.26 feet; thence northerly by the said last named land by a curve deflecting to the left, said curve having a radius of 300.00 feet and a length of 122.12 feet measured on the arc; thence northerly, northwesterly and westerly by the said last named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 33.91 feet measured on the arc; thence South $59^{\circ}33'57''$ West by said last named land and by land now or formerly of Roland M. Place Jr. and Nancy J. Place 187.82 feet; thence westerly and southwesterly by said last named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 17.66 feet measured on the arc; thence southwesterly, westerly, northwesterly, northerly northeasterly and easterly by said last named land and by land now or formerly of J. Gerard and Jean V. Aillery and by land now or formerly of Francis J. and Jacquelyn M. Le Blanc by a curve deflecting to the right, said curve having a radius of 43.00 feet and a length of 211.02 feet measured on the arc; thence easterly by the said last named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 17.66 feet measured on the arc; thence North $59^{\circ}33'57''$ East by said last named land and by land now or formerly of Barbara D. Schneider et ali Trustees, Majucar Trust 250.00 feet; thence South $30^{\circ}26'03''$ East by said last named land 25.12 feet; thence southerly by said last named land and by land now or formerly of Albert E. Winroth et ali and by land now or formerly of Barbara D. Schneider et ali, Trustees, Majucar Trust by a curve deflecting to the right, said curve having a radius of 340.00 feet and a length of 180.87 feet measured on the arc; thence South $0^{\circ}02'41''$ West by said last named land and by land now or formerly of John J. Russell and Katherine Claire Russell 317.26 feet; thence southerly southeasterly and easterly by the said last named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 31.42 feet measured on the arc to the point of beginning.

Meeting adjourned at 9:10 p.m.

Accepted 1981

see Registry of Deeds Plan
Book 3905, page 180.

EMIL'S WAY

Article 11. Moved that the Town vote to accept as a public way the way known as Emil's Way, layout described as follows:

Description of the layout of Emil's Way as shown on a plan entitled "Layout Plan of Emil's Way, Marion, MA, Sept. 1, 1983, Scale: 1" = 40'", Arthur C. Thompson, Inc., Engineers & Surveyors, Marion, MA.

beginning at the intersection of the westerly line of Stoney Run Lane with the southerly line of Emil's Way, said point being at the northeasterly corner of land now or formerly of Dennis A. and Susan A. Nobrega; thence northerly and northwesterly by the said last named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 19.85 feet measured on the arc; thence North 64° 45' 57" West by the said last named land, by land now or formerly of Stephen A. and Kiane C. Cook, by land now or formerly of Cynthia J. Valliere and by land now or formerly of Clarence and Genevieve M. Caswell 385.60 feet to the southeasterly corner of land now or formerly of William G. and Dorothy J. Majestic; thence North 5° 42' 26" West by the said last named land 142.73 feet to the southeasterly corner of land now or formerly of Michael McMullen and Judith A. Russell; thence northerly and northwesterly by the said last named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 17.66 feet measured on the arc; thence northwesterly, northerly, northeasterly, easterly, southeasterly, southerly and southwesterly by the said last named land and by land now or formerly of Ronald F. and Audrey H. MacDonald by a curve deflecting to the right, said curve having a radius of 43.00 feet and a length of 211.02 feet measured on the arc; thence southwesterly and southerly by the said last named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 17.66 feet measured on the arc to the northwesterly corner of land now or formerly of Thomas F. and Jean M. Oakley; thence South 5° 42' 26" East by the said last named land 108.75 feet; thence southerly and southeasterly by the said last named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 20.62 feet measured on the arc; thence South 64° 45' 57" East by the said last named land and by land now or formerly of Martin and Collette A. Williams 303.14 feet; thence southeasterly, easterly, northeasterly and northerly by the said last named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 42.22 feet measured on the arc to the westerly line of the aforementioned Stoney Run Lane; thence South 5° 42' 26" East by the westerly line of the said Stoney Run Lane 81.94 feet; thence South 7° 53' 55" East by the westerly line of the said Stoney Run Lane 10.83 feet to the point of beginning.

Passed Unanimously

SPECIAL TOWN MEETING 10-4-83

The layout plan is available at the Marion Plan Index.



THE TOWN OF
MARION, MASSACHUSETTS 02738

TO WHOM IT MAY CONCERN:

This is to certify that the entire length of Front Street from the Rochester line to the Sea (Silvershell Beach) has been accepted by the Town of Marion on the following dates:

June 12, 1876

July 17, 1884

March 19, 1887

Nov. 12, 1898

March 4, 1918

ROAD

(House lot of Sumner Dexter to Fairhaven Branch R.R. Depot)

Beginning at the northeast corner of the house lot occupied by Sumner Dexter, thence north 40 degrees west 26 rods and 9 feet to the northeast corner of the house lot of J. E. Hadley, thence north 37 degrees west 22 rods to a stake, thence north 28 degrees west until it meets with the road as now laid out from said depot to the Old Landing. Then commenced on the north side of the road leading from Great Neck at a stake standing 2 rods and fifteen feet distant and in an easterly direction from the north east corner of the said house lot of Joseph E. Hadley. Thence north 38 degrees west 22 rods and 6 feet to a stake. Thence north 28 degrees west till it intersects with the road as now laid out leading from the said depot to the old Landing. The road to be the width between the above described lines.

There are no plans for this layout.

June 12, 1876.

FINAL
SKETCH

ROAD FROM THE DELOT TO HADLEY'S CORNER

Began to define the bounds of the highway in said Marion on the south westerly side thereof.

Beginning at a stone bound standing at the northeast corner of the land of the late George W. Parlow, at the foot of a stone post in said Parlow's fence. Thence running south 28 degrees 15 minutes east, 427 feet. Thence south 36 degrees 25 minutes, 348 feet to the northwest corner of Captain J. E. Hadley's face wall. Thence south 39 degrees 30 minutes east 440 feet in the highway. Same course 5 feet across a corner of Sumner Dexter's land. Thence south 27 degrees east 575 feet. Thence south 22 degrees 30 minutes east 31 and 5/10 feet. Thence south 18 degrees 30 minutes east 74 feet. Thence south 17 degrees 15 minutes east 75 and 5/10 feet. Thence south 16 degrees 50 minutes east 220 feet in the highway to a stone bound.

The proceeded to widen said highway and define the bounds thereof. Beginning at the last named stone bound thence running south 7 degrees 15 minutes east 10 feet. Thence south 3 degrees 30 minutes east 12 feet. Thence south 3 degrees west 11 and 5/10 feet. Thence south 10 degrees west 10 feet. Thence south 15 degrees 30 minutes west 16 feet. Thence south 16 degrees west 13 feet. Thence south 17 degrees west 1020 feet. Thence south 21 degrees 30 minutes east 800 feet. Thence south 27 degrees 25 minutes east 382 feet. Thence south 24 degrees 47 minutes east 323 feet on land of Charlton Wing and in the highway. Same course 20 feet across a corner of land of William Clark's heirs to the highway. Thence south 23 degrees east 225 feet in the highway. Thence south 16 degrees east 25 feet on land of J. G. Luce. Said last section to extend 40 feet wide on the easterly side of the surveyed line. From the angle at the northeast corner of Charlton Wing's doorway to the point last named by the land of said Clark's heirs the east line thereof is to extend by same course to the brook. Thence south 16 degrees 30 minutes east 58 feet on land of William Clark's

FRONT
STREETROAD FROM THE DEPOT TO HADLEY'S CORNER

(Continued)

heirs to the road. Thence south 9 degrees east 82 and 5/10 feet. Thence south 2 degrees 30 minutes east 240 feet in the highway to Main Street.

Then proceeded to define the bounds of said highway on the easterly side thereof.

Beginning at a stone bound standing 6 and 6/10 feet distant and in front of the southwest corner of George Delano's house. Thence running north 3 degrees 30 minutes west 99½ feet. Thence north 17 degrees 30 minutes west 54 feet in the highway and on land of Retsey Young, to a stone bound. Then proceeded to widen and to define the bounds of said highway. Beginning on the easterly side at a stone bound standing 40 feet distant from the northeast corner of Charlton Wing's door yard. Three feet northerly from the range of the north line of his house and two feet east of the range of the west end line of C. H. Delano's store. Thence north 20 degrees west 42 feet. Thence north 15 degrees 30 minutes west 113 feet on land of George Delano. Same course 54 feet on land of Mrs. Abigail Mendell to the highway at the easterly side of the foot of a large stone post at the corner of the door yard.

Stone bounds are to be placed at all the angles, and the several termini mentioned in the foregoing location of lines.

There are no plans for this layout.

July 17, 1884.

ROAD

(Extension of Elm or Front Street)

Beginning at the northwest corner of house lot owned by George L. Luce and running two hundred and twenty feet (220) south one degree fifteen minutes east, 1015' to the southwest corner of said house lot. Thence one hundred one and a half feet ($101\frac{1}{2}$) to a passway. Thence twenty-five feet, (25), to Parsonage lot. Thence one hundred and fifty feet (150) across said lot and thence eighty-four (84) across land owned by John Fitcher's estate to a passway. Said way to be ~~thirty-three feet in width.~~

March 19, 1887.

There are no plans for this layout.

EXTENSION OF FRONT STREET

Said highway being an extension of a town way known as Front Street. Beginning at the southerly termination of said Front Street as laid out by the Road Commissioners of Marion in 1898, which lay out was this day ordered by this Board to be recorded. Said point of beginning is two hundred fifty and two thirds ($250 \frac{2}{3}$) feet southerly from the south line of Pitcher street. Said highway extends southerly to Allen Street distant from the point of beginning about eight hundred forty-four and one fourth ($844 \frac{1}{4}$ feet.)

The east line of said highway is a continuation of the east line of said Front Street and runs over lands of Ebenezer Holmes, John M. Allen and Lizzie W. R. Allen. The west line is parallel with and distant forty feet westerly from said east lines. Permanent stone bounds will be erected at the termini and angles of the highway laid out as aforesaid, when practicable and when not so a heap of stones, a living tree, a permanent rock, or a corner of a building will be a substitute.

November 12, 1898.

There are no plans for this layout.

FRONT STREET

(Extension South from Allen St.)

Beginning at a stone bound in the south line of Allen Street and opposite the east line of Front Street, thence S. $1^{\circ}15'$ W. a distance of 110.33 feet to a stone bound, thence S. $44^{\circ}45'$ E. a distance of 644.5 feet to the center of Lewis Street, thence S. $23^{\circ}15'$ E. a distance of 831.09 feet to a stake or stone bound, thence S. $73^{\circ}10'$ E. a distance of 155.0 feet more or less to the sea. The above description is the east line. The west line is forty (40) feet therefrom and parallel thereto.

March 4, 1918

The layout plan is
available at the
Marion Plan Index.

ROAD SOUTHEASTERLY FROM MILL STREET AT GIFFORDS CORNER

Beginning at stake in the easterly line of Mill Street 203.63 feet northerly from a Mass. Highway Bound thence N 30 deg. 17 min. E in the line of said Mill Street 75.19 feet to a stake, thence southerly by a curve deflecting easterly with a radius of 18 feet a distance of 23.44 feet measured on the arc, to a spike, thence southerly by a curve deflecting westerly with a radius of 572.15 feet a distance of 225.98 feet measured on the arc to a spike, thence S 21 deg. 42 min. E 193.54 feet to a stake thence S 30 deg. 14 min. E 95.81 feet to a spike in a stump thence S 59 deg. 46 min. W 40.00 feet to a stake thence N 30 deg. 14 min. W 98.80 feet to a Drill hole thence N 21 deg. 42 min. W 196.52 to a spike thence northerly by a curve deflecting westerly with a radius of 532.15 feet a distance of 192.41 feet measured on the arc to a stake thence northerly by a curve deflecting westerly with a radius of 15 feet a distance of 28.08 feet to point of beginning.

Accepted March 6, 1933. *void*

*Accepted Oct. 30, 1933.
Filed in Plymouth*

see Registry of
Deeds Plan Book
5, page 308

To see if the Town will vote to accept as a public way the way known as the extension of Giffords Corner Road, layout described as follows:

Description of the layout of the extension of Giffords Corner Road as shown on a plan entitled "Plan and Profile of a Portion of Giffords Corner Road in Marion, Mass., February 25, 1986, Arthur C. Thompson, Inc. Engineers & Surveyors, Marion, Mass.

Beginning in the southerly line of land of Jacqueline J. Roderiquez at the southeasterly end of Giffords Corner Road, as accepted on October 30, 1933; thence South 44 degrees, 13' 18" East by the said last named land 318.61 feet to a concrete bound; thence South 52 degrees, 23' 31" East by the said last named land, by land now or formerly of Donald J. Hunt Jr. and Pamela J. Barao and by land of Jacqueline J. Roderiquez 526.74 feet to a concrete bound in the northwesterly line of land of Zora Enterprises, Inc.; thence South 52 degrees, 24' 56" West by the said last named land 88.95 feet to a concrete bound; thence North 52 degrees 23' 31" West by land now or formerly of Wayne and Susan Hamel 66.00 feet to a concrete bound; thence northwesterly, northerly, and northeasterly by said last named land by a curve deflecting to the right, said curve having a radius of 20.00 feet and a length of 31.42 feet measured on the arc to a concrete bound; thence North 37 degrees 36' 29" East by the said last named land 6.00 feet to a concrete bound; thence

northeasterly, northerly, northwesterly by the said last named curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 31.42 feet measured on the arc to a concrete bound; thence North 52 degrees 23' 31" West by said last named land and by land now or formerly of Jacqueline J. Roderiquez 400.88 feet to a concrete bound; thence North 44 degrees 13' 18" West by land now or formerly of Arnold and Lorena M. Briggs and by land now or formerly of Manuel S. Pina, Mary E. Smith, Candida C. Tavares and Theodore R. Pina 321.47 feet to a concrete bound at the southeasterly end of the previously accepted Giffords Corner Road; thence North 45 degrees 46' 42" East by the southeasterly end of the said Giffords Corner Road 40.00 feet to the point of beginning; or take any other action thereon.

The layout plan is
available at the
Marion Plan Index.

HERMITAGE ROAD

Beginning at a place near his house on Little Neck, so called, at a gateway five feet to the westward of the west post in said way. Thence north twenty-five degrees west sixty-six rods to a corner of a wall. Thence north eighteen degrees west forty-seven and 1/4 rods over the land owned by Joseph Coe and Leander Cowing to a stake and stone wall by the main road. Thence beginning thirty-two feet to the eastward of this point by said road. Thence in a parallel line with the one described until you come to the gateway first described at a point thirty-two feet eastwardly in line of said gateway from the first mentioned starting point.

Accepted April 7, 1873.

There are no plans for this layout.

HILLER STREET
(Second Street in Sippican)

Beginning at a stone set in the ground on Front Street in the northwest corner of Dr. W. N. Ellis house lot, thence east 34 rods four feet to a fourteen foot passway leading south into Main Street. The street is thirty feet wide and lays northerly the said line. The road was given to the public more than thirty years since and was accepted by the town at a meeting held at Mattapoissett May 21, 1840.

May 21, 1840.

The Marion Plan Index has a survey of the south line.

For a view of the north line see Registry of Deeds Plan Book 52, page 233.

LAY-OUT OF A STREET OR WAY FROM WATER TO FRONT STREET

(Holmes Street)

Beginning at the Southeast corner of a stone bound standing in or near the West line of Water Street, said point being the Southeast corner of land belonging to the Heirs of Henry R. Reed. Thence South eighty-nine degrees West (S 89° W) in a straight line, one thousand one hundred seventy four and ninety three hundredths (1174 and 93/100) feet to a drill hole in a stone bound standing in or near the East line of Front Street. The South line is paralalled with the north line and forty (40) feet distance therefrom. The fee of the included land is in Ebenezer Holmes. No damage is claimed and none allowed.

There are no plans for this layout.

March 2, 1908

Extension of Holmes Street, as laid out by the Commissioners of Public Works on February 5, 1928, was accepted at the annual town meeting held March 5, 1928.

The Marion Plan Index has a survey of the 1928 plan. However the February 5 date cited above is a typo - the plan reads February 6.

Feb 6. on Plan

BY PETITION

Article 32. To see if the Town will vote to accept Ichabod Lane as a Town way, the description of the road as follows:

BEGINNING in the northerly line of Front Street at a point in line of land now or formerly of Philip F. Dantzker, said point being North 61°, 00', 00" West 14.75 feet from a Massachusetts Highway Bound; thence North 61°, 00', 00" West by the northerly line of said Front Street 80.41 feet to a point in line of land now or formerly of Andrew N. and Mary P. Jeffrey; thence easterly, northeasterly and northerly by the said last-named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 29.40 feet measured on the arc; thence North 34°, 47', 20" East by the said last-named land, by land now or formerly of Richard S. and Irene Roszkiewicz, by land now or formerly of Andrew Ferranti and Elizabeth Anne Ferranti, by land now or formerly of Allan J. and Ellen J. Borges, by land now or formerly of Marian H. Treichler, by land now or formerly of Joseph P. and Ellen C. Keogh, by land now or formerly of James D. and Elsie Murray, by land now or formerly of Carl M. and Maureen S. Lamoureux, by land now or formerly of Stephen G. Carnazza and Susan J. Schwager, by land now or formerly of Katherine L. Kozicki, by land now or formerly of Wayne P. and Ellen F. Hanigan, by land now or formerly of Richard C. Harding and Stephanie J. Figueiredo, by land now or formerly of Arthur E. Parks, 1,443.12 feet; thence northerly, northeasterly and easterly by the said last-named land, by a curve deflecting to the right, said curve having a radius of 20.00 feet and a length of 31.42 feet measured on the arc; thence South 55°, 12', 40" East by the said last-named land and by land now or formerly of Russell A. and Elizabeth A.

Ladner 60.00 feet; thence easterly, southeasterly and southerly by the said last-named land by a curve deflecting to the right, said curve having a radius of 20.00 feet and a length of 31.42 feet measured on the arc; thence South 34°, 47', 20" West by the said last-named land 60.00 feet; thence southerly, southwesterly and westerly by the said last-named land, by a curve deflecting to the right, said curve having a radius of 20.00 feet and a length of 31.42 feet measured on the arc; thence North 55°, 12', 40" West by the said last-named land 20.00 feet; thence westerly, southwesterly and southerly by the last said-named land, by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 31.42 feet measured on the arc, thence South 34°, 47', 20" West by the said last-named land, by land now or formerly of Audrey N. Dwane, by land now or formerly of Carleton Burr, Jr. and Barbara D. Burr, by land now or formerly of Carleton Burr, Jr., by land now or formerly of Maurice R. and Gladys T. Smith, by land now or formerly of Joseph F. Rose, et als, by land now or formerly of Chester S., II and Donna M. Smith, by land now or formerly of Florence E. Ayres, by land now or formerly of Coastal Properties Unlimited, David A. Barrett and Albert F. Ford, Co-partners, by land now or formerly of Arthur E. and Betsy R. Parks, by land now or formerly of Dana C. and Patricia A. Smith, by land now or formerly of Philip F. Dantzker, 1,335.00 feet; thence southerly, southeasterly and easterly by said last-named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 33.44 feet measured on the arc to the point of BEGINNING.

The said described Ichabod Lane originally being shown on a plan entitled: "Plan of Sippican Estates, Marion, Mass., April 9, 1962, Scale: Horiz.: 1"=100', Vert.: 1"=10', developed by: Charles N. & Sandra L. Decas, Arthur C. Thompson, Engineer & Surveyor, Marion, Mass." Said plan being recorded in the Plymouth County Registry of Deeds.

or take any other action thereon.

see Registry of Deeds Plan
Book 13, page 200

JOANNE DRIVE

ACCEPTED ANNUAL TOWN MEETING 1998

Article 27. Motion was made and seconded that the Town vote to accept Joanne Drive as a Town way, the description as printed in the Annual Town Meeting Warrant as Article 27, of which is as follows:

Description of the "Layout Plan of Joanne Drive in Marion, MA., February 29, 1996, Scale: 1" = 40', Thompson Surveying & Engineering, Inc., 525 Mill Street, Marion, MA."

BEGINNING in the easterly line of Point Road at the southwesterly corner of land now or formerly of R. J. M. Corporation; thence southerly, southeasterly and easterly by the said last-named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 31.42 feet measured on the arc; thence North 70° 97' 00" East by the said last-named land 30.00 feet; thence easterly and southeasterly by the said last-named land, by land now or formerly of Robert E. and Nancy M. Hart, by land now or formerly of Jay R. Nanfelt, and by land now or formerly of Kevin S. Dellacroce and Linda R. Gillson by a curve deflecting to the right, said curve having a radius of 170.00 feet and a length of 267.04 feet measured on the arc; thence southeasterly and easterly by the said last-named land, by land now or formerly of Steven G. and Lisa A. Beaulieu and by land now or formerly of R. J. M. Corporation by a curve deflecting to the left, said curve having a radius of 130.00 feet and a length of 170.17 feet measured on the arc; thence easterly, southeasterly and southerly by the said last-named land, by land now or formerly of Glenn E. Tynan and Karen Jensen-Tynan, and by land now or formerly of Eben P. and Valerie Robertson by a curve deflecting to the right, said curve having a radius of 180.00 feet and a length of 241.82 feet measured on the arc; thence South 13° 23' 00" East by the said last-named land and by land now or formerly of Mark J. Savino and Kathleen Auger Savino 100.00 feet; thence southerly and southeasterly by the said last-named land, by land now or formerly of Christopher R. and Donna L. MacDougall and by land now or formerly of David M. And Carri A. Lima, by a curve deflecting to the left, said curve having a radius of 200.00 feet and a length of 183.26 feet measured on the arc; thence

The BBNEP was unable to locate a plan for this layout.

southeasterly by the said last-named land and by land now or formerly of R. J. M. Corporation by a curve deflecting to the right, said curve having a radius of 240.00 feet and a length of 123.57 feet measured on the arc; thence South 36° 23' 00" East by the said last-named land, by land now or formerly of Robert H. Fields and Helia Macedo-Fields, by land now or formerly of R. J. M. Corporation 319.41 feet; thence South 30° 41' 55" East by the said last-named land 333.05 feet; thence southeasterly by the said last-named land by a curve deflecting to the left, said curve having a radius of 700.00 feet and a length of 193.44 feet measured on the arc; thence southeasterly and southerly by the said last-named land by a curve deflecting to the right, said curve having a radius of 620.00 feet and a length of 342.67 feet; thence southerly by the said last-named land, by land now or formerly of John S. Lobo, Jr. and Brenda A. Lobo, by land now or formerly of Ellen Englehardt, by a curve deflecting to the left, said curve having a radius of 700.00 feet and a length of 193.44 feet measured on the arc; thence South 30° 41' 55" East by the said last-named land, by land now or formerly of Paul and Carolyn Maguire and by land now or formerly of R. J. M. Corporation 337.79 feet; thence southeasterly, easterly and northeasterly by the said last-named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 32.49 feet measured on the arc to the northerly line of Jenna Drive, thence South 56° 13' 34" West by the northerly line of the said Jenna Drive 80.12 feet; thence northeasterly, northerly and northwesterly by land now or formerly of R. J. M. Corporation by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 30.34 feet measured on the arc; thence North 30° 41' 55" West by the said last-named land 342.09 feet; thence northwesterly by the said last-named land, and by land now or formerly of Rose Fernandes, by a curve deflecting to the right, said curve having a radius of 740.00 feet and a length of 204.49 feet measured on the arc; thence northwesterly by the said last-named land, by land now or formerly of R. J. M. Corporation, by land now or formerly of Christopher M. Severance and by land now or formerly of R. J. M. Corporation, by a curve deflecting to the left, said curve having a radius of 580.00 feet and a length of 320.56 feet measured on the arc; thence northwesterly by the said last-named land by a curve deflecting to the right, said curve having a radius of 740.00 feet and a length of 204.49 feet measured on the arc; thence North 30° 41' 55" West by the said last-named land 331.06 feet; thence North 36° 23' 00" West by the said last-named land and by land now or formerly of Thomas A. and Ellen F. White 317.42 feet; thence northwesterly by the said last-named land and by land of Paul D. and Barbara H. Moody, by a curve deflecting to the left, said curve having a radius of 200.00 feet and a length of 102.97 feet measured on the arc; thence northwesterly and northerly by the said last-named land by land now or formerly of John W. Z. and Lisa J. Mao and by land now or formerly of Thomas J. and Christine A. Bergeron, by a curve deflecting to the right, said curve having a radius of 240.00 feet and a length of 219.91 feet measured on the arc; thence North 13° 23' 00" West by the said last-named land and by land now or formerly of John T. and Marie A. Quinn 100.00 feet; thence northerly, northwesterly and westerly by the said last-named land by land now or formerly of Robert J. and Kristin M. Rego and by land now or formerly of Stephen J. and Lisa A. Ostrowski by a curve deflecting to the left, said curve having a radius of 130.00 feet and a length of 184.92 feet measured on the arc; thence easterly, northwesterly by the said last-named land by land now or formerly of Gregory H. Hoeg and Michelle M. Wood and by land now or formerly by Wayne D. and Ellen L. Grudzien by a curve deflecting to the right, said curve having a radius of 170.00 feet and a length of 222.53 feet measured on the arc; thence northwesterly and westerly by the said last-named land and by land now or formerly of Richard E. and Judy J. Kilroy by a curve deflecting to the left, said curve having a radius of 130.00 feet and a length of 204.20 feet measured on the arc; thence South 70° 07' 00" West by the said last-named land and by land now or formerly of R. J. M. Corporation 30.00 feet; thence westerly, southwestly and southerly by the said last-named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 31.42 feet measured on the arc to the easterly line of the aforementioned Point Road, thence North 19° 53' 00" West by the easterly line of the said Point Road 80.00 feet to the point of BEGINNING.

BY PETITION

ROAD

(LEWIS STREET)

Beginning in the wall on the east side of Charles' Neck Road, two feet to the south of the S. W. corner of Nathan B. Nye's house lot. Thence east $12\frac{1}{2}^{\circ}$ north 884 $\frac{1}{2}$ feet to the west end of a wall. Thence in line of said wall E. $8\frac{1}{4}^{\circ}$ north 1394 $\frac{1}{2}$ feet to Water Street and the proposed Road was laid out ~~forty feet wide~~ and to the south of the above mentioned line.

March 2, 1896

There are no plans for this layout.

Main Street

To the people of Rochester. The following is a layout of the Main Street in Sippican Village.

Commencing at the South East corner of ^{Margaret E. French House} Elisha Luce's store (7 feet South) and running West 1 degree North 42 rods 10 links on the North side of the street to the South West corner of ^{Elizabeth W. A. Fripf} W. N. Ellis' house lot. Thence West 1½ degrees North 24 rods to Silas E. Allen's dwelling house leaving said house 6 feet in rear of the line.

The above layout is ~~thirty-two feet~~ wide measuring from the given line as laid by us this day.

Rochester March 15th 1845.

Rochester Records Book 16, Page 15.

There are no plans for this layout.

MAIN STREET

Then began to widen said highway in Marion in said County known as Main Street on the northerly side thereof, by beginning at a stone bound in the easterly line of the school house lot belonging to said town, bearing south 10 degrees and 30 minutes east from the southeast corner of the main part of said school house, and seventy-nine and nine tenths, (79 and $\frac{9}{10}$), feet distant therefrom, and eighteen and eight tenths, 18 and $\frac{8}{10}$, feet distant westerly from the southwest corner of Mrs. Cynthia Handy's dwelling house and running thence north 88 degrees 30 minutes west eighty-one, 81, feet across the said school house yard. Same course one hundred and twenty-five, 125, feet on land of Annie E. Wittett. Same course forty-four, 44, feet across a highway. Same course five hundred and twenty-four and five tenths, 524 and $\frac{5}{10}$, feet on land of the Trustees of Tabor Academy, or on the highway. Same course one hundred and fifty-four and eight tenths, 154 and $\frac{8}{10}$, feet on land of George Hayward. Same course one hundred thirty-seven and seven tenths, 137 and $\frac{7}{10}$, feet on land of Charles A. Clark. Same course one hundred twenty-eight and eight tenths, 128 and $\frac{8}{10}$, feet on land of Albert C. Blankinship. Same course one hundred sixty-one and six tenths, 161 and $\frac{6}{10}$, feet on land of John C. Briggs to the highway and a stone bound. Permanent stone bounds will be erected at the termini and angles of the highway laid out as aforesaid when practicable, and when not so, a heap of stones, a living tree, a permanent rock or a corner of a building will be a substitute.

This road is approximately 44 feet wide.

There are no plans for this layout.

December 11, 1893.

MAIN STREET

The north line of Main Street is to remain as laid out in 1845. The south line is described as beginning at the northwest corner of the property of Cynthia H. Kelley at the corner of a stone curbing and thence south $86^{\circ} 42'$ east 351.25 feet to a drill hole in the curbing at the property of Henrietta M. Cobb, thence south $85^{\circ} 22'$ east 337.33 feet to a nail in a fence post at the property of Amy T. Browne, thence by a curve the radius of which is 10.42 feet to Water Street.

Accepted March 7, 1932

The layout plan is
available at the
Marion Plan Index.

MAPLE AVENUE

Date of Acceptance, December 9th, 1955 - Special Town Meeting

See action under Article 4 of the Warrant

Voted: That the Town accept the lay-out of a private way leading in a general easterly direction from Spring Street, through the property of Ernest W. Briggs, Marion, Massachusetts, known as Maple Avenue, as a Town Way, and to accept by gift a deed from said Ernest W. Briggs to a certain parcel of land for said roadway, as laid out and approved by the Marion Planning Board April 10, 1953, and shown on a plan by Samuel H. Corse, Surveyor, dated January 19, 1953 and filed by the Selectmen with the Town Clerk on November 23, 1955, bounded and described as follows:
a 40.00' way leading easterly from Spring Street known as Maple Avenue.

Beginning at a point in the easterly line of Spring Street at the north-westerly corner of the way to be described, said point being south 160 59' 00" east a distance of 284.89 feet from a Mass Highway Bound marking the intersection of the easterly line of Spring Street with the southerly line of Wareham Road; thence north 730 01' 00" east by land of Roger J. and Gladys Ouellette and land now or formerly of Ernest W. Briggs a distance of 345.28 feet to a point; thence by a curved line deflecting to the right having a radius of 30.00 feet and a distance of 144.71 feet measured on the arc by land now or formerly of Ernest W. Briggs; thence south 730 01' 00" west by land now or formerly of Ernest W. Briggs and land now or formerly of Edward A. Briggs a distance of 345.28 feet to a point in the easterly side of aforementioned Spring Street; thence north 160 59' 00" west by the easterly line of last named street 40.00 feet to the point of beginning. Also meaning to convey and intending to convey a 2 inch copper water line approximately 4 feet northerly from the southerly side line of said way, running easterly from Spring Street, a distance of 295.00 feet, more or less.

The layout plan is
available at the
Marion Plan Index.

SECTION

Then began to alter said first named section of highway by beginning at a point in the open line of the said highway at the south end of the layout No. 28 - 18 - 1 - 1890 - 1891 - thirty-three degrees nineteen minutes ten seconds west (N. 23° 19' 10" W.) ten (10) feet to a stone bound; thence north six degrees forty minutes fifty seconds east, (S. 6° 40' 50" E.) one hundred and six - seven and 48/100 (167.48) feet to a stone bound; thence south fourteen degrees thirty seconds west (S. 14° 30" W.) three hundred seventy-two and 81/100 (372.81) to a stone bound; thence on a curve to the right of seven hundred sixty and 7/10 (660.7) feet radius, a distance of two hundred thirty-eight and 99/100 (238.99) feet to a stone bound; thence south thirty-one degrees fifty-seven minutes fifty seconds west (S. 31° 57' 50" W.) ninety-seven and 1/10 (97.1) feet to a stone bound; thence on a curve to the left of four hundred and thirty-two and 13/100 (432.13) feet radius, a distance of two hundred eleven and 70/100 (211.70) feet to a stone bound, the above courses and distances being on land of heirs of William E. S. Arrow, thence south four degrees thirty minutes fifty seconds W. (S. 4° 30' 50" W.) eighty and 41/100 (80.41) feet to a stone bound being ten (10) feet on land of heirs of William S. Benson; and seventy and 48/100 (70.48) feet on land of Winton S. Benson, and another, thence on a curve to the right of three hundred thirty and 27/100 (330.27) feet radius a distance of two hundred ninety-one and 1/100 (291.01) feet on land of Winton S. Benson; and another is a stone bound; thence south two degrees thirty minutes and 17/100 seconds west (S. 2° 31' 30" W.) one hundred and sixteen and 24/100 (160.24) feet to a stone bound; being nine and 22/100 (9.22) feet on land of Winton S. Benson; and another one hundred and ten (110) feet on land of heirs of William W. S. Arrow. Thence south thirty-one degrees nine minutes fifty seconds W. (S. 31° 9' 50" W.) two hundred

VIII. SECTION
(Continued-----)

ninety-six 98/100 (98.00) feet to a stone bound; thence on a curve to the left of one thousand nine hundred and six 100 (1906.00) feet radius, a distance of three hundred twenty-one 98/100 (321.98) feet all on land of heirs of William E. Sparrow to a stone bound; thence south twenty-five degrees fifty-three minutes thirty seconds west (S. 25° 53' 30" W.) two hundred seventy two and 98/100 (272.98) feet to the latter point down line and to a stone bound; being one hundred and eighty (180) feet on land of heirs of William E. Sparrow and ninety-two 98/100 (92.00) feet on land of Levi Haskins. The last course passing fifty (50) feet west of the town house on the east side of the road; thence easterly to the north line of the said highway.

Then began to alter said second described section of highway by beginning at a stone bound in or near the westerly line of said street bearing south thirty-five degrees fifteen minutes east (S. 35° 15' E.) twenty-one and 2/10 (21.20) feet from the southeast corner of the house of Freeman R. Gurney; thence north two degrees fifteen minutes west (N. 2° 15' W.) three hundred sixty-five (365) feet to the highway near the station of the Old Colony R. R. Co. and to a stone bound, being about one hundred seventeen (117) feet on land of Freeman R. Gurney, about two hundred one (201) feet on land of Henry Mye and William R. Gifford and about forty-seven (47) feet on land of the Old Colony R. R. Co.

Then continued to alter said second described section of highway by beginning at a stone bound on the westerly side of the street bearing south sixty-one degrees twenty-five minutes east (S. 61° 25' E.) forty-nine 98/100 (49.98) feet distant from the first stone bound named as standing on the westerly line of said Mill Street.

Thence running north two degrees fifteen minutes west (N. 2° 15' W.) two hundred seventy two 98/100 (272.98) feet on land of Henry R. Gurney to a stone bound; thence by a curve to the right of eight (8) feet radius a distance of three hundred twenty-one 98/100 (321.98) feet to a stone bound in the westerly line of said street running from the station at Kroyon Village. Thence began to alter the third described section

MILL STREET
(Continued)

of highway by beginning at the stone bound on the north side of the State Highway at the east end of the Marion layout of said Highway, made in 1895. Thence north forty-six degrees (46) twenty (20) minutes west, N. $46^{\circ} 25'$ west ten (10) feet to a stone bound; thence north forty-three degrees forty minutes east (N. $40^{\circ} 40'$ E.) three hundred fourteen and $44/100$ (314.44) feet to a stone bound. Thence on a curve to the right of six hundred and three (603) radius, a distance of one hundred six and $67/100$ (106.67) feet to a stone bound; thence north fifty-three degrees forty-eight minutes east (N. $53^{\circ} 48'$ E.) to the Weweantit River and to low water mark thereon. Thence by said River and said low water mark southerly to the north line of the existing highway; all the above courses and distances being on land of James Porter.

April 7, 1901

There are no town plans for this layout. See State layout No. 546 in the Marion Plan Index.

This layout has been superseded by the Massachusetts Highway Commissioners and Plymouth County Commissioners.

RELOCATION OF MILL STREET

Beginning at a stone bound in the northerly side of Main Street at intersection with easterly line of Mill Street. Thence N. 120 E. by a stone wall (in the highway) six hundred eighty-five (685) but to a stone bound. Thence N. r and $1/21^{\circ}$ E. by a stone wall (in the highway) five hundred forty-six and nine tenths (546.9) feet to a stone bound. Thence N. $10\frac{1}{2}^{\circ}$ E. three hundred seventy one and five tenths (371.5) feet (in the highway) to a stone bound. Thence N. 3° E. six hundred three and one tenth (603.1) feet (226.1 feet in the highway and 377 feet on the land of Barnabas Holmes Heirs) to a stone bound. Thence by a curve to the right the radius of which is three hundred eighty-two (382) feet, one hundred seventy-one and eight tenths (171.8) feet (on land of Barnabas Holmes Heirs) to a stone bound. Thence N. 2° E. by a stone wall two hundred seventy three and eight tenths (273.8) feet (125 feet on land of Barnabas Holmes Heirs and rest in highway) to a stone bound. Thence by a curve to the left the radius of which is two hundred twenty-nine (229) feet, one hundred twenty (120) feet (in the highway) to a stone bound.

Thence N. 6° E. four hundred eight (408) feet (305 feet in the highway and 103 feet on land of Clara F. Potter) to a stone bound. Thence N. $8\frac{1}{2}^{\circ}$ E. one hundred twenty-two (122) feet (20 feet on land of Clara F. Potter and rest in the highway) to a stone bound in the northerly line of Ryder Street.

Thence N. 30° W. by a stone wall (in the highway) six hundred sixteen and three tenths (616.3) feet to a stone bound near the end of the wall. Thence N. $\frac{1}{2}^{\circ}$ W. three hundred eighty-seven and seven tenths (387.7) feet (in the highway) to a stone bound. Thence by a curve to the right the radius of which is two hundred eighty-eight (288) feet, one hundred seventy four (174) feet (on land of R. W. Clark) to a stone bound. Thence N. 33° E. four hundred fifty-five and five tenths (455.5) feet (on land of R. W. Clark) to a stone bound in the westerly line of Spring Street.

RELOCATION OF MILL STREET
(continued)

Thence by a curve to the left the radius of which is three hundred eighteen (318) feet, one hundred eighty-nine and five tenths (189.5) feet (in highway) to a stone bound.

Thence due north sixty-two and eight tenths (62.8) feet (in the highway) to a stone bound at the southerly end of the easterly line of that part of Mill Street as layed out in 1901.

The above description refers to the easterly side of Mill Street. The westerly side is paralled to and forty (40) feet distant from the easterly side except that part opposite the last described course which shall run in such a manner as to hit the bound at the southerly end of the westerly line of that part of Mill Street as laid out in 1901.

The layout plan is available at the Marion Plan Index.

Most of this layout was superseded by state layout #1541. The applicable section of this plan is the portion between Wells Lane and Spring Street.

March 3, 1914

MILL STREET AND WAREHAM STREET

(RELOCATION BY STATE HIGHWAY IN THE YEAR OF 1930.)

Layout No. 2646.

The alterations consist of widenings on both sides of the State Highway, beginning at the dividing line, between the towns of Mattapoisett and Marion, and extending in a northerly and northeasterly direction for a total distance of 24,466.68 feet, to the southwesterly end of the State Highway on Wareham Street, as laid out under date of June 25, 1929, said point being about 700 feet southwesterly of the bridge over the Weweantit River at the dividing line between the towns of Marion and Wareham, and of the discontinuance of a portion of said State Highway, said discontinuance being made under the provisions of Section 12 Chapter 81 of the General Laws, and all other acts in amendment thereof and in addition thereto. The section of the State Highway as altered by the aforesaid widening and discontinuance and as hereby laid out is more fully described as follows: -- The base line of location of the section of State Highway hereby altered and laid out begins at a point in the present roadway on the dividing line between the towns of Mattapoisett and Marion, said point being shown on plan as station 0 and extends thence north $13^{\circ} 14' 30''$ east for a distance of 228.55 feet; thence by a curve to the right of 2089.26 feet radius for a distance of 438.29 feet; thence north $25^{\circ} 37' 00''$ east for a distance of 184.65 feet; thence by a curve to the left of 1961.88 feet radius for a distance of 634.41 feet, thence north $7^{\circ} 05' 20''$ east for a distance of 385.65 feet; thence by a curve to the left of 2042.83 feet radius for a distance of 239.72 feet; thence north $0^{\circ} 21' 55''$ east for a distance of 1028.94 feet; thence by a curve to the left of 2213.42 feet radius for a distance of 199.86 feet; thence north $4^{\circ} 48' 30''$ west for a distance of 1109.32 feet; thence north $5^{\circ} 19' 45''$ west for a distance of 1085.05 feet; thence by a curve to the right of 2374.30 feet radius for a distance of 889.45 feet; thence north $16^{\circ} 08' 05''$ east for a distance of 1332.86 feet; thence by a curve to the right of 561.92 feet radius for a distance of 274.41 feet; thence north $44^{\circ} 06' 53''$ east for a distance of 135.02 feet; thence by a curve to the left of 654.86 feet radius for a distance of 275.65 feet; thence north $19^{\circ} 58' 50''$ east for a distance of 133.42 feet; thence by a curve to the left of 1116.28 feet radius for a distance of 317.63 feet; thence north $3^{\circ} 40' 00''$ east for a distance of 167.43 feet; thence north $2^{\circ} 24' 15''$ east for a distance of 834.14 feet; thence north $1^{\circ} 59' 55''$

west for a distance of 571.36 feet; thence north 8° 10' 35" west for a distance of 344.16 feet; thence north 9° 41' 15" west for a distance of 624.85 feet; thence by a curve to the right of 473.03 feet radius for a distance of 197.10 feet; thence north 14° 11' 10" east for a distance of 355.53 feet; thence by a curve to the left of 268.06 feet radius for a distance of 106.53 feet; thence north 8° 35' 05" west for a distance of 1063.33 feet; thence by a curve to the right of 1000.00 feet radius for a distance of 997.41 feet; thence north 48° 33' 45" east for a distance of 1401.41 feet; thence north 47° 06' 45" east for a distance of 933.14 feet; thence by a curve to the left of 2042.41 feet radius for a distance of 239.72 feet; thence north 40° 23' 15" east for a distance of 308.18 feet; thence by a curve to the right of 9085.09 feet radius for a distance of 399.94 feet; thence north 42° 54' 35" east for a distance of 490.18 feet; thence by a curve to the left of 2043.83 feet radius for a distance of 378.91 feet; thence north 32° 17' 15" east for a distance of 1809.35 feet; thence north 32° 58' 15" east for a distance of 2470.50 feet; thence north 31° 13' 20" east for a distance of 1331.66 feet to a point at the end of the alteration about 700 feet southwesterly of the dividing line between the towns of Mattapoisett and Marion said point being shown on plan as station 244 plus 66.68.

The northwesterly line of location of the section of State Highway hereby altered and laid out begins at a point on the dividing line between the Towns of Mattapoisett and Marion said point bearing south 80° 29' 42" west and being 43.37 feet distant from the point of beginning of the above described base line shown on plan as station 0 and extends parallel to said base line and 40.00 feet distant therefrom to a point bearing north 64° 23' 00" west and 40.00 feet distant from a point on said base line shown on a plan as station 8 plus 51.69; thence north 18° 48' 17" east for a distance of 490.69 feet to a point on the westerly location line of the State Highway as laid out under date of May 2, 1901 said point bearing north 79° 02' 04" west and being 35.57 feet distant from a point on said base line shown on plan as station 13 plus 53.36; thence following said 1901 line, as determined by the bounds as located northerly by a curve to the right of 439.18 feet radius for a distance of 209.35 feet to a point bearing north 82° 54' 40" west and 44.39 feet distant from a point on said base line shown on plan as station 15 minus 63.20; thence north 19° 31' 32" east for a distance of 66.80 feet to a point bearing north 82° 54' 40" west and 30.00 feet distant from a point on said base line shown on plan as Station 16 plus 28.43; thence leaving said 1901 location line and ex-

tending parallel to the above described base line and 30.00 feet distant therefrom to a point again on said 1901 location line bearing north 89° 38' 05" west and 30.00 feet distant from a point on said base line shown on plan as station 24 plus 21.95, thence following said 1901 location line and the westerly location line of the State Highway as altered and laid out under date of March 7, 1901 (both as determined by the bounds as located) north 53° 07' west for a distance of 180.37 feet to a point bearing north 89° 38' 05" west and 49.64 feet distant from a point on said base line shown on plan as station 26 plus 01.25; thence north 3° 50' 43" east for a distance of 323.52 feet to a point bearing north 89° 38' 05" west and 30.00 feet distant from a point on said base line shown on plan as station 29 plus 24.18; thence leaving said last mentioned 1901 location line and extending parallel to the above described base line and 30.00 feet distant therefrom to a point bearing north 40° 32' 28" west and 52.03 feet distant from a point on said base line shown on plan as station 55 plus 34.84; thence north 3° 18' 12" west for a distance of 197.55 feet to a point bearing north 89° 36' 49" west and 34.99 feet distant from a point on said base line shown on plan as station 57 plus 71.69; thence north 4° 04' 34" east for a distance of 155.05 feet to a point bearing north 85° 55' 26" west and 30.00 feet distant from a point on said base line shown on plan as station 59 plus 24.59; thence parallel to the above described base line and 30.00 feet distant therefrom to a point bearing north 27° 55' 37" west and 43.14 feet distant from a point on said base line shown on plan as station 77 plus 57.17; thence north 20° 44' 12" east for a distance of 124.89 feet to a point on said base line shown on plan as station 79 plus 03.89; thence north 41° 27' 32" east for a distance of 124.88 feet to a point bearing north 65° 31' 47" west and 32.59 feet distant from a point on said base line shown on plan as station 80 plus 31.58; thence north 46° 03' 32" east for a distance of 116.03 feet to a point bearing south 87° 48' 22" west and 38.74 feet distant from a point on said base line shown on plan as station 81 plus 64.60; thence by a curve to the left of 620.00 feet radius for a distance of 282.19 feet to a point bearing north 88° 10' 01" west and 31.57 feet distant from a point on said base line shown on plan as station 84 plus 40.45; thence north 19° 58' 50" east for a distance of 138.77 feet to a point bearing north 78° 31' 33" west and 30.33 feet distant from a point on said base line shown on plan as station 85 plus 73.87; thence by a curve to the left of 1120.00 feet radius for a distance of 319.58 feet to a point on the westerly location line of the aforesaid 1901 alteration (dated March 7) bearing north 75° 15' 18" west and 30.47 feet distant from a point on

said base line shown on plan as station 88 plus 91.70 thence north
 3° 37' 54" east (in part by said 1901 location line) for a total distance
 of 161.16 feet to a point bearing north 87° 08' 04" west and 30.00 feet
 distant from a point -- a said base line shown on plan as station 90
 plus 59.13; thence parallel to the aforesaid base line and 30.00 feet dis-
 tant therefrom to a point bearing north 87° 35' 45" west and 30.00 feet
 distant from a point on said base line shown on plan as station 97 plus
 51.94; thence north 1° 40' 09" west for a distance of 553.49 feet to a
 point bearing south 88° 20' 05" west and 39.99 feet distant from a point
 on said base line shown on a plan as station 103 plus 07.92; thence by
 a curve to the left of 4000.00 feet radius for a distance of 308.72 feet
 to a point bearing south 81° 49' 25" west and 34.38 feet distant from a
 point on said base line shown on plan as station 106 plus 21.24; thence
 north 6° 05' 28" west for a distance of 394.79 feet to a point bearing
 south 84° 39' 25" west and 20.04 feet distant from a point on said line
 (base) shown on plan as station 110 plus 14.78; thence north 5° 13' 48"
 west for a distance of 547.22 feet to a point on the westerly location
 line of the State Highway as laid out under date of May 5, 1914, bearing
 south 80° 32' 29" west and 20.02 feet distant from a point on said base
 line shown on a plan as station 115 plus 63.72 thence following said 1914
 location line as determined by the bounds as located north 9° 41' 15"
 west for a distance of 419.29 feet to a point bearing south 80° 18' 45"
 west and 20.00 feet distant from a point on said base line shown on plan
 as station 119 plus 83.79; thence by a curve to the right of 493.03 feet
 radius for a distance of 195.85 feet to a point bearing south 78° 29' 43"
 west and 22.09 feet distant from a point on said base line shown on plan
 as station 121 plus 80.89; thence leaving said 1914 location line and ex-
 tending north 13° 04' 23" east for a distance of 231.98 feet to a point
 bearing south 85° 23' 2" west and 25.79 feet distant from a point on said
 base line shown on plan as station 124 plus 11.55; thence by a curve to the
 left of 920.00 feet radius for a distance of 347.76 feet to a point bearing
 north 80° 54' 09" west and 31.49 feet distant from a point on said base
 line shown on plan as station 127 plus 55.52; thence parallel to the above
 described base line and 30.00 feet distant therefrom to a point on the
 westerly location line of the aforesaid 1914 State Highway layout, bearing
 south 81° 24' 55" west and 30.00 feet distant from a point on said base
 line shown on plan as station 132 plus 73.49; thence following said 1914
 location line, as determined by the bounds as located north 17° 00' 50"
 west for a distance of 512.08 feet; thence north 14° 42' 20" west for a
 distance of 29.15 feet to a point bearing south 87° 05' 03" west and 112.93

feet distant from a point on said base line shown on plan as station 137 plus 98.00; thence having said 1914 location line and extending north $87^{\circ} 05' 03''$ east for a distance of 62.93 feet to a point bearing south $87^{\circ} 05' 03''$ west and 30.00 feet distant from the said station 137 plus 98.00; thence parallel to the above described base line and 30.00 feet distant therefrom to a point bearing north $61^{\circ} 16' 29''$ west and 30.00 feet distant from a point on said base line shown on plan as station 143 minus 57.46; thence by a curve to the left of 240.00 feet radius for a distance of 191.59 feet to a point on the westerly side of Spring Street, so called, bearing north $52^{\circ} 24' 50''$ west and 115.81 feet distant from a point on said base line shown on plan as station 145 plus 12.12; thence crossing Spring Street north $63^{\circ} 05' 41''$ east for a distance of 60.91 feet to point on the easterly side thereof, bearing north $77^{\circ} 21' 57''$ west and 104.22 feet distant from a point on said base line shown on plan as station 146 plus 11.21; thence southeasterly to easterly and northeasterly by a curve of 40.00 feet radius for a distance of 84.27 feet to a point bearing north $77^{\circ} 4' 57''$ west and 34.69 feet distant from the said station 146 plus 11.21; thence parallel to the above described base line and 30.00 feet distant therefrom to a point bearing north $0^{\circ} 27' 37''$ east and 40.30 feet distant from a point on said base line shown on plan as station 148 plus 04.86; thence by a curve to the left of 80.00 feet radius for a distance of 134.33 feet to a point on the south westerly location line of the State Highway on Front Street, so called, as laid out under date of October 1, 1903, said point bearing north $0^{\circ} 27' 37''$ east and being 159.40 feet distant from the said station 148 plus 04.86; then beginning again at a point on the northeasterly location line of said 1903 State Highway layout on Front Street bearing north $89^{\circ} 41' 15''$ west and 204.86 feet distant from a point on said base line shown on plan as station 151 plus 08.64, and extending thence leaving said 1903 location line southeasterly to easterly and northeasterly by a curve of 120.00 feet radius for a distance of 174.88 feet to a point bearing north $89^{\circ} 41' 15''$ west and 45.05 feet distant from the said station 151 plus 08.64 thence parallel to the above described base line and 30.00 feet distant therefrom to a point bearing north $42^{\circ} 25' 38''$ west and 30.00 feet distant from a point on said base line shown on plan as station 167 plus 26.76; thence north $48^{\circ} 01' 58''$ east for a distance of 244.39 feet to a point bearing north $41^{\circ} 58' 02''$ west and 26.08 feet distant from a point on said base line shown on plan as station 169 plus 70.94; thence by a curve to the left of 2000.00 feet radius for a distance of 266.87 feet to a point bearing south $79^{\circ} 50' 09''$ west and 47.22 feet distant from a point on said base line shown on plan as station 172 plus 77.96; thence parallel to the

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aforesaid base line and 30.00 feet distant therefrom to a point bearing north $74^{\circ} 45' 07''$ west and 31.40 feet distant from a point on said base line shown on plan as station 188 plus 55.17; thence north $32^{\circ} 32' 57''$ east for a distance of 284.62 feet to a point on the northwesterly location line of the aforesaid 1901 alteration (dated March 7) said point bearing north $57^{\circ} 30' 44''$ west and being 28.72 feet distant from a point on said base line shown on plan as station 191 plus 30.48; thence following said 1901 location line as determined by the bounds as located, north $32^{\circ} 25' 35''$ east for a distance of 1534.13 feet to a point bearing north $57^{\circ} 17' 45''$ west and 25.00 feet distant from a point on said base line shown on plan as station 206 plus 64.52; thence north $32^{\circ} 58' 15''$ east for a distance of 1095.22 feet to a point bearing south $57^{\circ} 15' 57''$ west and 60.84 feet distant from a point on said base line shown on plan as station 218 plus 15.09; thence leaving said 1901 location line and extending by a curve to the left of 65.00 feet radius for a distance of 77.17 feet to a point on the southwesterly side of Point Road, so called, bearing north $52^{\circ} 50' 16''$ west and 65.85 feet distant from said station 218 plus 15.09; thence crossing said road north $36^{\circ} 27' 07''$ east for a distance of 35.11 feet to a point on the northeasterly side thereof bearing north $24^{\circ} 55' 47''$ west and 75.01 feet distant from the aforesaid station 218 plus 15.09; thence southeasterly to easterly and northeasterly by a curve of 30.00 feet radius for a distance of 55.79 feet to a point again on the aforesaid 1901 location line (dated March 7) leaving north $12^{\circ} 57' 08''$ east and 73.03 feet distant from a point on said base line shown on plan as station 218 plus 15.09; thence following the 1901 location line as determined by the bounds as located north $32^{\circ} 58' 15''$ east for a distance of 158.08 feet to a point bearing north $57^{\circ} 07' 45''$ west and 25.00 feet distant from a point on said base line shown on plan as station 220 plus 41.83; thence north $32^{\circ} 46' 15''$ east for a distance of 1092.36 feet to a point bearing north $58^{\circ} 46' 40''$ west and 28.83 feet distant from a point on said base line shown on plan as station 231 plus 35.02; thence leaving said 1901 location line and extending north $30^{\circ} 56' 44''$ east for a distance of 133'.54 feet to a point at the end of the alteration, on the northwesterly location line of the State Highway as altered and laid out under date of June 25, 1929 said point bearing north $58^{\circ} 59' 40''$ west and being 35.26 feet distant from the point of ending of the above described base line shown on plan as station 244 plus 66.68. The southeasterly line of the location of the section of State Highway hereby altered and laid out begins at a point on the dividing line between the towns of Mattapoisett and Marion said bearing north $80^{\circ} 29' 42''$ east and being 32.53 feet distant from the point of beginning of the above

described base line shown on plan as Station 0, and extends thence 7. parallel to said base line and 30.00 feet distant therefrom (in part by the easterly location line of State Highway as laid out under date of March 20, 1902) to a point marking the junction of said 1902 location line with the easterly location line of the aforesaid 1901 State Highway layout (dated May 2) said point bearing south $86^{\circ} 55' 13''$ east and being 32.48 feet distant from a point on said base line shown on plan as station 8 plus 51.69; thence following said 1901 location line, as determined by the bounds as located, north $36^{\circ} 47' 52''$ east for a distance of 114.95 feet to a point bearing south $67^{\circ} 56' 27''$ east and 56.18 feet distant from a point on said base line shown on plan as station 9 plus 75.50; thence by a curve to the left of 430.27 feet radius for a distance of 260.35 feet to a point bearing south $75^{\circ} 12' 56''$ east and 60.85 feet distant from a point on said base line shown on plan as station 12 plus 22.60; thence leaving said 1901 location line and extending by a curve to the right of 3200.00 feet radius for a distance of 540.23 feet to a point again on said 1901 location line bearing south $82^{\circ} 54' 40''$ east and 41.46 feet distant from a point on said base line shown on plan as station 17 plus 54.83; thence following said 1901 location line, as determined by the bounds as located by a curve to the left of 810.70 feet radius for a distance of 145.88 feet to a point bearing north $61^{\circ} 47' 17''$ east and 49.42 feet distant from a point on said base line shown on plan as station 18 plus 71.95; thence north $1^{\circ} 29' 27''$ east for a distance of 375.80 feet to a point bearing south $89^{\circ} 38' 05''$ east and 36.73 feet distant from a point on said base line shown on plan as station 22 plus 71.86; thence leaving said 1901 location line, and extending north $0^{\circ} 08' 04''$ west for a distance of 685.23 feet to a point on the easterly location line of the aforesaid 1901 State Highway alteration (dated March 7) said point bearing south $89^{\circ} 38' 05''$ east and being 30.76 feet distant from a point on said base line shown on plan as station 29 plus 57.07; thence following said 1901 location line as determined by the bounds as located, north $1^{\circ} 16' 32''$ east for a distance of 475.93 feet to a point bearing north $85^{\circ} 11' 30''$ east and 55.50 feet distant from a point on said base line shown on plan as station 34 plus 28.56; thence north $12^{\circ} 33' 50''$ west for a distance of 188.98 feet to a point bearing north $85^{\circ} 11' 30''$ east and 30.00 feet distant from a point on said base line shown on plan as station 36 plus 15.81; thence leaving said 1901 location line and extending parallel to the above described base line and 30.00 feet distant therefrom to a point again on said 1901 location line opposite station 64 plus 24.29 of the aforesaid base line; thence following said 1901 location line and the easterly

location line of the State Highway as laid out under dates of October 7^{8.} and July 29, 1897, parallel to the aforesaid base line and 30.00 feet distant therefrom to a point bearing south 89° 40' 51" east and 31.18 feet distant from a point on said base line shown on plan as station 77 plus 57.17; thence leaving said last mentioned 1897 location line and extending by a curve to the right of 500.00 feet radius for a distance of 261.14 feet to a point on the southeasterly location line of the State Highway as altered and laid out under date of November 9, 1905, said point bearing south 63° 24' 53" east and being 31.50 feet distant from a point on said base line shown on plan as station 80 plus 31.58; thence following said 1905 location line, as determined by the bounds as located, north 46° 05' 32" east for a distance of 203.20 feet to a point on the southeasterly location line of the aforesaid 1901 alteration (dated March 7) said point bearing south 52° 26' 39" east and being 41.48 feet distant from a point on said base line shown on plan as station 82 plus 39.57 thence following said 1901 location line as determined by the bounds as located, north 28° 16' 07" east for a distance of 210.92 feet to a point bearing south 67° 46' 04" east and 39.41 feet distant from a point on said base line shown on plan as station 84 plus 40.45; thence north 23° 37' 19" east for a distance of 220.67 feet to a point bearing south 74° 11' 19" east and 56.50 feet distant from a point on said base line shown on plan as station 86 plus 55.09; thence north 3° 37' 54" east for a distance of 414.42 feet to a point on the easterly location line of the aforesaid 1897 State Highway layout (dated July 29) said point bearing south 86° 49' 45" east and being 30.00 feet distant from a point on said base line shown on plan as station 90 plus 59.13; thence following said 1897 location line parallel to the above described base line and 30.00 feet distant therefrom to a point bearing south 87° 35' 45" east and 30.00 feet distant from a point on said base line shown on plan as station 96 plus 76.70; thence leaving said 1897 location line and extending by a curve to the right of 80.00 feet radius for a distance of 107.54 feet to a point on the southerly side of Main Street, so called, bearing north 79° 25' 25" east and 94.44 feet distant from a point on said base line shown on plan as station 97 plus 35.44; thence crossing Main Street, north 30° 57' 35" west for a distance of 46.94 feet to a point on the northerly side thereof bearing south 51° 07' 22" east and 82.34 feet distant from a point on said base line shown on plan as station 98 plus 44.81; thence westerly to northwesterly and northerly by a curve of 33.85 feet radius for a distance of 58.43 feet to a point in the easterly location line of the State Highway as laid out under date of May 3, 1914, bearing south 51° 07' 22" east and 30.90 feet distant from the said station 98 plus 44.81 thence

following said 1914 location line, as determined by the bounds as located north $1^{\circ} 40' 09''$ west for a distance of 640.93 feet to a point bearing north $85^{\circ} 04' 45''$ east and 20.03 feet distant from a point on said base line shown on plan as station 104 plus 64.63; thence leaving said 1914 location line and extending north $5^{\circ} 39' 55''$ west for a distance of 1099.08 feet to a point bearing north $82^{\circ} 32' 29''$ east and 40.03 feet distant from a point on said base line shown on plan as station 115 plus 63.72; thence north $9^{\circ} 41' 15''$ west for a distance of 291.40 feet to a point bearing north $80^{\circ} 18' 45''$ east and 40.00 feet distant from a point on said base line shown on plan as station 118 plus 53.57; thence by a curve to the right of 1080.00 feet radius for a distance of 429.03 feet to a point bearing south $75^{\circ} 48' 50''$ east and 37.55 feet distant from a point on said base line shown on plan as station 123 plus 62.68; thence north $13^{\circ} 04' 23''$ east for a distance of 120.88 feet to a point bearing north $85^{\circ} 23' 27''$ east and 37.19 feet distant from a point on said base line shown on plan as station 124 plus 11.55; thence by a curve to the left 880.00 feet radius for a distance of 332.64 feet to a point bearing south $80^{\circ} 54' 09''$ east and 31.49 feet distant from a point on said base line shown on plan as station 127 plus 55.82; thence parallel to the base line as above described and 30.00 feet distant therefrom to a point bearing north $30^{\circ} 29' 50''$ east and 47.58 feet distant from a point on said base line shown on plan as station 130 plus 90.81; thence by a curve to the right of 20.00 feet radius for a distance of 27.28 feet to a point on the southerly side of Ryder's Lane, so called, bearing north $30^{\circ} 29' 50''$ east and 72.80 feet distant from the said station 130 plus 90.81; thence crossing Ryder's Lane north $30^{\circ} 00' 11''$ east for a distance of 51.80 feet to a point on the northerly side thereof bearing south $59^{\circ} 30' 10''$ east and 100.75 feet distant from a point on said base line shown on plan as station 132 plus 51.32; thence westerly to north-westerly and northerly by a curve of 40.00 feet radius for a distance of 71.10 feet to a point bearing south $59^{\circ} 30' 10''$ east and 38.65 feet distant from said station 132 plus 51.32; thence parallel to the above described base line and 30.00 feet distant therefrom to a point bearing south $85^{\circ} 47' 44''$ east 32.11 feet distant from a point on said base line shown on plan as station 142 plus 88.18; thence by a curve to the right of 40.00 feet radius for a distance of 96.04 feet to a point on the westerly side of Spring St., so called, bearing south $85^{\circ} 47' 44''$ east and 106.69 feet distant from the said station 142 plus 88.18; thence crossing Spring Street north $40^{\circ} 16' 59''$ east for a distance of 71.30 feet to a point on the easterly side thereof bearing south $58^{\circ} 22' 25''$ east and 112.61 feet distant from a point on said base line shown on plan as station 144 plus 08.10; thence northerly to

northeasterly by a curve of 200.00 feet radius for a distance of 209.02^{10.}
feet to a point bearing south 34° 09' 18" east and 30.76 feet distant from
a point on said base line shown on plan as station 146 plus 11.21; thence
parallel to the above described base line and 30.00 feet distant therefrom
to a point bearing north 88° 57' 54" east and 46.29 feet distant from a
point on said base line shown on plan as station 148 plus 26.97; thence by
a curve to the right 80.00 radius for a distance of 112.83 feet to a point
on the southwesterly side of Front Street, so called, bearing north 88° 57'
54" east and 149.99 feet distant from the said Station 148 plus 26.97;
thence crossing Front Street, north 51° 21' 55" east for a distance of
47.99 feet to a point on the northeasterly side thereof bearing south 1° 01'
30" east and 130.77 feet distant from a point on said base line shown on
plan as station 150 plus 73.89; thence northwesterly to northerly and north-
easterly by a curve of 60.00 feet radius from a distance of 103.86 feet to
a point bearing south 1° 01' 30" east and 39.40 feet distant from the said
station 150 plus 73.89; thence parallel to the above described base line
and 30.00 feet distant therefrom to a point bearing south 42° 25' 38" east
and 30.00 distant from a point on said base line shown on plan as station
167 plus 26.76; thence north 48° 01' 58" east for a distance of 243.91
feet to a point bearing south 41° 58' 02" east and 33.92 feet distant from
a point on said base line shown on plan as station 169 plus 70.94; thence
by a curve to the left of 2060.00 feet radius for a distance of 60.05 feet
to a point bearing south 81° 12' 15" east and 43.34 feet distant from a
point on said base line shown on plan as station 170 plus 83.57; thence by
a curve to the right of 60.00 feet radius for a distance of 109.82 feet to
a point on the southwesterly side of Hermitage Road, so called, bearing
south 81° 12' 15" east and 138.46 feet distant from the said station 170
plus 03.57; thence crossing Hermitage Road north 15° 55' 29" east for a
distance of 45.50 feet to a point on the northeasterly side thereof, bear-
ing south 6° 27' 24" west and 145.75 feet distant from a point on said
base line shown on plan as station 172 plus 39.23; thence northwesterly
to northerly and northeasterly by a curve of 80.00 feet radius for a dis-
tance of 98.37 feet to a point bearing south 6° 27' 24" west and 53.46
feet distant from the said station 172 plus 39.23; thence by a curve to the
left of 2060.00 feet radius for a distance of 46.63 feet to a point bearing
south 0° 56' 21" west and 47.22 feet distant from a point on said base line
shown on plan as station 172 plus 77.96; thence parallel to the above des-
cribed base line and 30.00 feet distant therefrom to a point bearing south
39° 55' 58" east and 30.45 feet distant from a point on said base line
shown on plan as station 165 plus 76.85; thence by a curve to the right of

200.00 feet radius for a distance of 107.92 feet to a point on the 11.
southeasterly side of Creek Road, so called, bearing north 71° 09' 05"
east and 113.71 feet distant from said station 185 plus 76.85; thence
following said side of Creek Road north 71° 09' 05" east for a distance of
66.84 feet to a point bearing north 71° 09' 05" east and 180.55 feet dis-
tant from the aforesaid station 185 plus 76.85; thence crossing Creek Road
north 18° 50' 55" west for a distance of 40.00 feet to a point on the north-
westerly side thereof bearing south 36° 55' 21" east and 69.61 feet distant
from a point on said base line shown on plan as station 187 plus 68.07;
thence westerly to northerly and northeasterly by a curve of 20.00 feet
radius for a distance of 50.21 feet to a point bearing south 36° 55' 21"
east and 31.58 feet distant from the said station 187 plus 68.07; thence
parallel to the above described base line and 30.00 feet distant therefrom
to a point bearing south 40° 10' 22" east and 31.44 feet distant from a
point on said base line shown on plan as station 188 plus 55.17; thence
north 32° 32' 57" east for a distance of 284.68 feet to a point bearing
south 57° 30' 44" east and 31.28 feet distant from a point on said base
line shown on plan as station 191 plus 30.48; thence north 32° 25' 35"
east for a distance of 1533.90 feet to a point bearing south 57° 18' 19"
east and 35.00 feet distant from a point on said base line shown on plan
as station 206 plus 64.52; thence north 32° 58' 15" east for a distance of
880.27 feet to a point bearing south 57° 01' 45" east and 35.00 feet dis-
tant from a point on said base line shown on plan as station 215 plus 44.96;
thence by a curve to the right of 120.00 feet radius for a distance of
105.00 feet to a point on the southerly side of Delano Road, so called,
bearing south 57° 01' 45" east and 78.00 feet distant from a point on said
base line shown on plan as station 216 plus 37.06; thence crossing Delano
Road, north 47° 38' 14" east for a distance of 68.94 feet to a point marking
the junction of the northerly side of said Delano Road with the westerly side
of Point Road, so called, said Point bearing south 57° 01' 45" east and being
95.53 feet distant from a point on said base line shown on plan as station
217 plus 03.75; thence crossing Point Road north 17° 12' 51" east for a
distance of 74.02 feet to a point on the easterly side thereof bearing north
29° 02' 07" east and 85.43 feet distant from a point on said base line shown
on plan as station 218 plus 15.09; thence northerly to northeasterly by a
curve of 120.00 feet radius for a distance of 101.51 feet to a point bearing
north 68° 06' 31" east and 60.81 feet distant from said station 218 plus
15.09; thence north 32° 58' 15" east for a distance of 177.08 feet to a
point bearing south 57° 07' 45" east and 35.00 feet distant from a point on

said base line shown on plan as station 220 plus 41.83; thence north 32° 46' 15" east for a distance of 1094.08 feet to a point bearing south 58° 46' 40" east and 31.19 feet distant from a point on said base line shown on plan as station 231 plus 35.02; thence north 31° 22' 15" east for a distance of 1331.65 feet to a point at the end of the alteration on the southeasterly location line of the State Highway as altered and laid out under date of June 25, 1929, said point bearing south 58° 45' 40" east and being 34.65 feet distant from the point of ending of the above described base line shown on plan as station 244 plus 66.68.

That portion of the location of the aforesaid 1914 State Highway layout lying westerly of the northwesterly location line as above described and between station 137 plus 98.00 and station 148 plus 68 plus or minus of the above described base line is hereby discontinued as State Highway, as shown on plan.

The northwesterly and southeasterly lines of location of the section of State Highway hereby altered and laid out are further defined by bounds set at all angle points and points of curvature, at the beginning and end of the alteration; on both sides of the road opposite station 71; at points bearing north 57° 34' 25" west and south 57° 34' 25" east and being 27.43 and 32.57 feet distant respectively from station 196 plus 65.37, and on both sides of the road opposite station 238; said State Highway as altered and laid out and the portion of land hereby discontinued being shown on a plan drawn by A. W. Dean, Chief Engineer, entitled:—"The Commonwealth of Massachusetts Plan of road in the Town of Marion Plymouth County altered and laid out as a State Highway by the Department of Public Works, January 28, 1930." "Scale 40 feet to the inch," and on file in the office of the Department of Public Works.

Dated at Boston this twenty eighth day of January 1930.

This layout is available from MassHighways

F. E. Lyman (Department
 Richard K. Hale (of
 M. A. Mac Donald (Public Works

OAKDALE AVENUE
(Road in Little Neck)

The layout of said street is described as follows:

Beginning at a point on the easterly side of a Town Road 8 feet northerly from a stone post which makes the southwesterly corner of the house lot of the late Caleb C. Deane, on the northerly side of a private way leading past the Advent Camp Ground to the shore; thence running in a line parallel to the northerly line of said way, North $80^{\circ} 15'$ east 179 feet on land of the estate of Caleb C. Deane; thence same course 19.5 feet across a "Right of Way"; thence same course 297 feet on land of Philip Russell; thence same course 1140.5 feet to a corner 5 feet northerly from a stone bound; thence south $6^{\circ} 15'$ west 48.7 feet to a corner. Thence south $87^{\circ} 30'$ east 140 feet to a (stake or stone bound) near the shore, on land of the Advent Campmeeting Association. Said Road to extend 33 feet in width on the southerly and westerly side of the above described lines.

There are no plans for this layout.

April 18, 1908.

Remainder of area described on plan of Survey of 33rd Avenue, Manhattan Mass - Nov 18, 1955. Charles T. G. Smith, Esq. Surveyor.

SOUTHERLY FROM OAKDALE AVENUE

Date of Acceptance: December 9th, 1955 - Special Town Meeting

See action under Article 2 of the Warrant

Voted: That the Town accept the lay-out of a private way leading in a general southerly direction from Oakdale Avenue, so-called, a distance of 500 feet, more or less, as a Town Way, said lay-out being approved by the Marion Planning Board November 25th, 1955, and shown on a plan by Corse and Tibbetts, Civil Engineers, dated November 18, 1955, and filed by the Selectmen with the Town Clerk on November 23, 1955, bounded and described as follows:

DESCRIPTION OF LAYOUT:--

Beginning at an old stone bound at a southwesterly corner of Oakdale Road as accepted by the Town of Marion April 18, 1908; thence south 86o 18' 30" east by the said Oakdale Road 33.05 feet to a point; thence south 6o 57' 30" west by lands of Charles R. Dugdale, Susan D. Dugdale, Leroy C. and Jennie C. Tinkham and Joseph C. and Mary P. Forend 427.05 feet to a point; hence south 86o 27' 10" west by land formerly of Donald Angier 33.56 feet to a point; thence north 6o 57' 30" east by lands of Susan D. Dugdale and William Richards et. ux. 431.29 feet to the point of beginning - containing 52 square rods, more or less.

The layout plan is
available at the
Marion Plan Index.

SELECTIONS LAYOUT
OF

59 FT. WIDE

MARION, MASS.

NOV. 18, 1955.

SCALE: 1" = 40'

Conce and Trubella - Engineers & Surveyors
Rochester, Mass.

William J. Richard
of the

Dugdale

Sumon D. Dugdale

Sumon D. Dugdale

SE 50-Foot

DIRECT PRIVATE WAY

Joseph C. and Mary P. Record

Leroy C. & Jennie E. Tankersley

Sumon D. Dugdale

Charles R. Dugdale

PARCELA 2
23.5 rods.

N 85° 55' 28" W 178.62

S 86° 16' 38" E 140.58

PARCELA 1

25.8 rods.

(ACCEPTED APRIL 18, 1908) ROAD

OAKDALE



Planning board

Approved November 25, 1955

Ray W. Turner

Alfred A. Barros

Peter Streetman

Roger Converse

Jorge G. Green

Frank R. Richetto Jr.

Subject to letter dated
November 25, 1955

Board of Selectmen

Approved NOV. 23, 1955

Ralph E. Northman

Claude B. Ellis

Everett A. Little

Filed for record on 12/13/55

William C. P. ...
Town Clerk

Accepted December 9, 1955

William C. P. ...
Town Clerk

PARK STREET

Beginning at a point in the northerly line of Main Street at the south westerly corner of land of Tabor Academy: thence in Tabor Academys west line, north eight degrees and thirty minutes East, 810 feet, to land of town of Marion.

Said highway to extend forty feet on the westerly side of the above described line over land (now or formerly) of the following named persons:

Joseph Clark, and James Gorham's heirs.

The layout plan is
available at the
Marion Plan Index.

March 4, 1912

Article 2. Voted: That the Town discontinue the following described section of Park Street as a public way and to transfer the custody of said land to the School Committee for school purposes. The section is as follows:

Beginning at a stone bound in the westerly line of Park Street at the southeasterly corner of land now or formerly of Charles P. and Mary C. Castelli, said bound being North 4 degrees 58' 26" West 435.35 feet from the intersection of the westerly line of Park Street with the northerly line of Main Street; thence North 4 degrees 58' 26" West by said last named land, by land now or formerly of John Fenimore Cooper and by land now or formerly of Standish Gorham 353.05 feet to land of the Town of Marion (Holmes Woods); thence North 54 degrees 16' 34" East by said last named land 46.54 feet; thence South 4 degrees 58' 26" East by land of the Town of Marion 376.84 feet; thence South 85 degrees 01' 34" West 40.00 feet to the point of beginning.

Unanimous voice vote.

*Special Town Meeting
July 6, 1970*



THE TOWN OF
MARION, MASSACHUSETTS 02738

June 23, 1970

The Board of Selectmen of the Town of Marion, on this date, hereby declare that, in conformity with Chapter 40, Section 15A of the General Laws, the following described section of Park Street is no longer needed as a public way and should be discontinued as a public way:

Beginning at a stone bound in the westerly line of Park Street at the southeasterly corner of land now or formerly of Charles P. and Mary C. Castelli, said bound being North 4 degrees 58' 26" West 435.35 feet from the intersection of the westerly line of Park Street with the northerly line of Main Street; thence North 4 degrees 58' 26" West by said last named land, by land now or formerly of John Fenimore Cooper and by land now or formerly of Standish Gorham 353.05 feet to land of the Town of Marion (Holmes Woods); thence North 54 degrees 18' 34" East by said last named land 461.54 feet; thence South 4 degrees 58' 26" East by land of the Town of Marion 376.84 feet; thence South 85 degrees 01' 34" West 40 feet to the point of beginning.

BOARD OF SELECTMEN
Marion, Massachusetts

Filed at office of Town Clerk
of Marion June 29th, 1970, 3:15 P.M.

Herbert E. Ryder

Town Clerk of Marion

William H. Laughlin

Joseph P. Zora
David W. John

BY PETITION

Article 33. To see if the Town will vote to accept Parkway Lane as a Town way, the description of the road as follows:

BEGINNING in the northwesterly line of Wareham Street at the southeasterly corner of land, now or formerly of Robert G. Tremblay; thence North $43^{\circ}, 52', 02''$ West by the said last-named land and by land now or formerly of Paul F. and Edna L. Bumpus 285.91 feet; thence North $56^{\circ}, 20', 32''$ West by land now or formerly of Richard A. and Lynn G. Bumpus, by land now or formerly of Alice M. Briggs and by land now or formerly of Sherman E. Briggs, Jr. 293.54 feet; thence North $57^{\circ}, 42', 35''$ West by land of the Town of Marion 48.58 feet; thence North $55^{\circ}, 36', 49''$ West by land now or formerly of Stephen F. Gardiner 145.50 feet; thence North $44^{\circ}, 56', 53''$ West by land now or formerly of Ichabod H. Nye, Jr. and Annie E. Nye and by land now or formerly of Eric J. and Margaret A. Tarini 187.89 feet; thence northwesterly and westerly by the said last-named land by a curve deflecting to the left, said curve having a radius of 130.00 feet and a length of 115.95 feet measured on the arc; thence westerly and northwesterly by land now or formerly of Patricia Fougere and by land now or formerly of José Louis Le and Marie Andrea Le, by a curve deflecting to the right, said curve having a radius of 170.00 feet and a length of 148.51 feet measured on the arc; thence North $45^{\circ}, 59', 59''$ West by the said last-named land by land now or formerly of Frederick J. and Janice Benoit and by land now or formerly of Daniel P. and Donna C. Rogers 255.15 feet; thence northwesterly and westerly by the said last-named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 17.66 feet measured on the arc; thence westerly northwesterly, northerly, northeasterly, easterly, southeasterly and southerly by the said last-named land by land now or formerly of Jeffrey W. and Nancy A. Jesse by land now or formerly of Gerald and Patricia L. Gautreau and by land now or formerly of Steven and Joyce Aoyama by a curve deflecting to the right, said curve having a radius of 43.00 feet and a length of 211.02 feet measured on the arc; thence southerly and southeasterly by the said last-named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 17.66 feet measured on the arc; thence South $45^{\circ}, 59', 59''$ East by the said last-named land by land now or formerly of Jeffrey W. Oakes and Nancy Shannon Oakes and by land now or formerly of Steven E. and Jacqueline M. Gibbs 255.15 feet; thence southeasterly and easterly by the said last-named land and by land now or formerly of David E. and Joan G. Farrow by a curve deflecting to the left, said curve having a radius of 130.00 feet and a length of 113.56 feet measured on the arc; thence easterly and southeasterly by the said last-named land and by land now or formerly of Donna R. Elsner by a curve deflecting to the right, said curve having a radius of 170.00 feet and a length of 151.63 feet measured on the arc; thence South $44^{\circ}, 56', 53''$ East by the said last-named land 184.16 feet; thence South $55^{\circ}, 36', 49''$ East by land now or formerly of Louis and Florence D. Monteiro 154.04 feet; thence South $55^{\circ}, 27', 37''$ East by land of the Town of Marion 48.20 feet; thence South $53^{\circ}, 39', 42''$ East by land now or formerly of Kathleen M. and Eugene M. Haarala and land now or formerly of Jean Harkins 284.71 feet; thence South $43^{\circ}, 52', 02''$ East by land now or formerly of Sherman E. Briggs, Jr. and by land now or formerly of Sherman E. Briggs, Jr. and Steven Briggs 285.81 feet to the northwesterly line of the aforementioned Wareham Street; thence southwesterly by the northwesterly line of the said Wareham Street by a curve deflecting to the left, said curve having a radius of 9,115.09 feet and a length of 24.85 feet measured on the arc to the point of BEGINNING.

Also granted as part of this description are the two storm drainage easements as shown on the layout plan; or take any other action thereon.

PARTRIDGE PLACE

Article 40. To see if the Town will vote to accept Partridge Place as a Town way, the description of which is as follows:

Description of the layout of Partridge Place as shown on a plan entitled "Layout Plan of Partridge Place in Marion, MA., March 14, 1995, scale: 1" = 40', Thompson Surveying & Engineering, Inc., 525 Mill Street, Marion, MA."

BEGINNING at the intersection of the southwesterly line of Quail's Crossing with the northwesterly line of Partridge Place, it being at the southeasterly corner of land now or formerly of Glenn P. Bergquist and Kim Lissner; thence southeasterly by the southwesterly line of the said Quail's Crossing by a curve deflecting to the left, said curve having a radius of 170.00 feet and a length of 79.17 feet measured on the arc; thence westerly, southwesterly and southerly by land now or formerly of Ronald J. and Cecile M. Larochelle by a curve deflecting to the left, said curve having a radius of 25.00 feet and a length of

33.45 feet measured on the arc; thence South 17° 38' 22" West by the said last-named land and land now or formerly of David C. and Judy Ferreira 220.00 feet; thence southerly by land now or formerly of Carole A. Rogers by a curve deflecting to the left, said curve having a radius of 25.00 feet and a length of 23.18 feet measured on the arc; thence southerly, southwesterly, westerly, northwesterly, northerly and northeasterly by the said last-named land, by land now or formerly of John G. and Dell G. Carlson and by land now or formerly of Frank J. Germano, Jr. and Jeanne Y. Germano, by a curve deflecting to the right, said curve having a radius of 50.00 feet and a length of 249.81 feet measured on the arc; thence northerly by the said last-named land by a curve deflecting to the left, said curve having a radius of 25.00 feet and a length of 23.18 feet measured on the arc; thence North 17° 38' 22" East by land now or formerly of Phillip H. and Judith A. Melanson and by land of the aforementioned Bergquist and Lissner 220.00 feet; thence northerly and northwesterly by the said last-named land by a curve deflecting to the left, said curve having a radius of 25.00 feet and a length of 33.45 feet measured on the arc to the point of BEGINNING.

or take any other action thereon.

MOTION CARRIED UNANIMOUSLY
ANNUAL TOWN MEETING 4-22-96

The layout plan is available at the Marion Plan Index.

ROAD

(FITCHER STREET)

Beginning at a point in the east line of Pleasant Street and in the line of land of the estate of R. F. Hart, $8\frac{1}{2}$ feet north of Pitcher's lane, so called. Thence east $58\frac{4}{5}$ rods to a point in the west line of ^{front} ~~Elan~~ Street and 2 feet to the north of said lane at this place and the proposed street was laid out 40 feet wide for the entire length of the above line and on its south side. This proposed street as laid out takes $4\frac{4}{11}$ square rods from the land of the estate of R. F. Hart. $5\frac{23}{33}$ square rods from land of J. H. Clark. $7\frac{20}{33}$ square rods from lands of J. C. Pegram. $5\frac{10}{11}$ square rods from land of Serefota Freeman. $\frac{24}{33}$ square rods from land of J. B. Blankinship. 2 square rods from land of B. A. Conro and $4\frac{2}{3}$ square rods from land of J. T. Wittett and we have awarded damages.

March 2, 1896.

There are no plans for this layout.

From 7th

700 ft

ROAD

(Front Street to John S. Whittings)

Beginning at the west line of Front Street two feet north of its present southerly terminus and two feet north of the southeast corner of J. C. Pegram's land, thence north 84 degrees 30 minutes east 924 feet to Water Street. The said way to be 40 feet wide and south of the above described line.

Voted to accept so much of this layout as extends from the terminus of South Front Street, to and over the land of John S. Whiting. March 9, 1889.

*(140.15 ft)
Amended.*

There are no plans for this layout.

ACCESS ROAD TO PLANTING ISL. COVE

Article 15. Voted: That the Town accept the lay-out of a parcel of land leading in a general north-westerly direction from Point Road to Planting Island Cove, so-called, through the property of the Town of Marion, Marion, Mass., as a town way, and shown on a plan by Samuel H. Corse, Civil Engineer, dated January 12, 1954; and filed by the Selectmen with the Town Clerk on January 26, 1954; bounded and described as follows: Beginning at a concrete bound at the northeasterly corner of land now or formerly of Edward M. Howland and in the westerly line of Point Road, thence north $57^{\circ} 23' 30''$ west by the said Howland land 900.13 feet to a concrete bound at an angle; thence south $65^{\circ} 17'$ west by the said Howland land 67 feet; more or less, to Blankinship's Cove or Planting Island Cove; thence northerly by the said Cove 60 feet, more or less, to land now or formerly of East Marion Realty Trust to a drill hole near high water line; thence north $65^{\circ} 17'$ east by the said East Marion Realty Trust land 163.38 feet to a point; thence south $57^{\circ} 23' 30''$ east by land of the Town of Marion (formerly of Abbie Robinson) 844.42 feet to an angle in the said Point Road; thence south $16^{\circ} 50' 50''$ west by the said road 142.92 feet to the point of beginning; containing 2.91 acres, more or less.

1954 A.T.M - MARCH 1

The layout plan is
available at the
Marion Plan Index.

That road road
D. H. S. S.

1882

{Road from Harvey's Corner to Great Crack on}
{No. 1 Road}

Beginning at the northeast corner of James H. Marvel's Store as
at the angle of the two roads, the one leading to the big land-
ing and the other westerly, down on the westerly side of Great
Crack, at a stone post. Thence south, fifteen rods and one half of rods
east, and by a stone wall, fourteen rods and eight feet to a
stake by the end of a wall. Thence south twenty-five degrees
west, fourteen and one half rods, to a stake by the west side
of the road. Thence south, nine degrees east, sixty-eight and
one half rods to a stake on the west side of the road. Thence
south thirty-four degrees east, twenty-one rods to a stake on
Harvey Everest's land. Thence south twenty-five degrees east,
sixty rods and twelve and one half feet, to a stake on John B.
Allen's land. Thence south, twenty degrees east, sixty-five and
one half rods to a stake in a corner of a stone wall on west side
of road. Thence south, sixteen degrees east, thirty and one half rods,
road to a stake in a corner of a stone wall, in a corner of
south five degrees east, thirty rods to a stake in a corner
by Elizabeth Briggs's house. Thence south, twenty degrees east,
twenty-one rods and six feet to a stake in a corner of a stone
wall by St. Gilesby's house. Thence south fifteen and one
half degrees east, thirty rods to a stake on E. Everest's land.
Thence south twenty-five and one half degrees east, forty-five
rods and twelve feet to a stake abreast of Lovard S. Briggs
house on the big land in a line. Thence south twenty-three and
one half degrees east, fifteen rods and twelve feet to a stake.
Thence south, twenty-five degrees east, thirty rods and one half
rods to a stake on N. Gibson's land. Thence south twenty-five
degrees east, eight rods to a stake on N. Gibson's land. Thence
south, thirty-three degrees east, sixteen rods to a stake on
Gibson's land. Thence south, thirty-three degrees east, sixteen rods

ROAD

{ Road from Marvel's Corner to Great Creek on }
 { Great Neck } }

to a stake and by a stone wall west side of road. Thence south fifty-five degrees east seven and one half rods by a stone wall to a stake west side of road. Thence south forty-eight and one half degrees, east eight rods and eight feet to a corner of a stone wall abreast of a cemetery. Thence south thirty-two degrees east and by a wall nine rods and three feet to a stake. Thence south twenty-five and one half degrees east eleven rods and twelve feet to a stake near a wall just to the south of D. Sisson's Gateway. Thence south nineteen and one half degrees east and by a stone wall fifty and one half rods to a stake. The road to be on the easterly side of the above described lines and to be forty feet in width. Thence south eighty-six degrees east seventeen rods and ten feet to a stake on George Hammond's land. Thence south seventy-three degrees east, thirteen and one half rods to a stake by the south side of road. Thence north eighty-four degrees east eight and one half rods to a stake on Lucy Ellis' land. Thence north twenty-eight degrees east twenty and one half rods to a corner of a stone wall and a stake. Thence north fifty-eight degrees east, twenty-three rods to a stake. Thence north sixty-five degrees east twenty-seven rods to a brook of water and stake. Thence north thirty-eight and one half degrees east five rods and four feet to a stake. Thence north twenty-one degrees east seven rods to a stake near corner of a wall of Nickerson's land. Thence north forty-two and one half degrees east thirty-two rods and by a wall to a stake on A. Nickerson's land. Thence north twenty degrees east eight and one half rods to the northwest corner of Justus Briggs' Homestead and a corner of a stone wall. Thence north thirty-four and one half degrees east by a stone wall thirteen rods to a stake. Thence north fifty-two degrees east six and one half rods to a stake abreast of Justus Briggs' House and Wm. T. Briggs' southwest corner of

Start of
Delano
Road

Delano
1882
So. end.

ROAD

{Road from Marvel's Corner to Great Creek on}
{Great Neck}

Homestead bearing north twenty and one half degrees west thirty-six feet. The road to lay on the northerly side of the last described lines and to be forty feet in width. Thence north fifty-two degrees east thirty-nine rods and three feet by a stone wall to or near the west stone post by a bar-way that leads on to Great Hill. Thence north five degrees east ten and one half rods to a stake. Thence north thirty-three degrees east sixteen and one half rods to the north west corner of John B. Briggs' Homestead, and at a corner of a stone wall. Thence north fifty-five degrees east and by a stone wall twelve rods to a stake. Thence north sixty-five degrees east and by a stone wall sixteen rods and eleven feet to a stake. Thence north sixty-nine degrees east and by a stone wall thirteen rods and thirteen feet to a stake near a bar-way. Thence north thirty-four rods and ten feet to a wall across the road that leads to the Marion House. The road to lay on the northerly side of the last described lines and to be ~~thirty-six~~ feet in width. Thence north thirty-five degrees west and by a stone wall twelve rods and twelve feet to a maple tree and stake. Thence north sixteen degrees west seven and one half rods by a wall west seven and one half rods by a wall to Great Creek so called.

There are no plans for this layout.

June 15, 1882.

ROAD ON GREAT NECK

(POINT ROAD)

Beginning at a monument on the west side of the Highway near and South of the school house in East Marion.

thence South $19^{\circ},30'$ East 201 feet.

thence South 28° , East 331 feet.

thence South 30° , East 148 feet.

thence South $29^{\circ},30'$ East 352 feet.

thence South $22^{\circ},30'$ East 200 feet.

thence South 18° East 150 feet.

thence South 5° East 150 feet.

thence South 1° East 356 feet.

thence South $28^{\circ},30'$ East 250 feet.

thence South 14° East 450 feet.

thence South 27° East 850 feet.

thence South 31° East 160 feet.

thence South 35° East 330 feet.

thence South $32^{\circ},30'$ East 1370 feet.

thence South $16^{\circ},45'$ East 80 feet.

thence South 18° West 208 feet.

thence South $31^{\circ},30'$ West 106 feet.

thence South $49^{\circ},30'$ West 287 feet.

thence South 58° West 455 feet.

thence South 15° West 581 feet.

thence South $4^{\circ},30'$ West 388 feet.

thence South $13^{\circ},30'$ West 300 feet.

To a point 512 feet northerly from a cedar tree the present terminus of the Town Road. The road to be forty feet wide on the easterly side of the above mentioned bounds.

There are no plans for this layout.

March 4, 1895

RELOCATION OF POINT ROAD
(West side of Great Neck past land of Andrew Weeks)

Beginning at a stone bound situated 86.4 feet northerly and westerly from the line between the premises of Andrew G. Weeks and the Hart property. Thence south $29\frac{1}{2}$ degrees East 278.9 feet. Thence south $11\frac{1}{2}$ degrees East 421-9 feet to a stone bound. The road to remain forty feet wide on the easterly side of the above mentioned bounds.

June 14, 1909.

There are no plans for this layout.

LAYOUT OF A CONTINUATION SOUTHERLY OF POINT ROAD, TODR. RICHARDSON'S PLACE

Beginning at a stone bound, marking the southerly end of Point Road, as laid out March 4, 1895, thence

thence N. 16° E. 302 feet to a stone bound in the westerly line of said road.

thence S. $19^{\circ}-45'$ W. 302.66 feet.

thence S. 54° W. 134 feet.

thence by a curve to the left, the radius of which is 108 feet, 160 feet.

thence S. $31^{\circ}45'$ E. 217.50 feet.

thence S. $26^{\circ}-45'$ E. 150 feet.

thence by a curve to the right, the radius of which is 417, one hundred feet.

thence S. $14^{\circ}-30'$ E. 170 feet.

thence by a curve to the left, the radius of which is two hundred and thirty feet, 135 feet.

This last and all the preceding courses and distances are over land of Carrie W. Myrick.

thence by a curve to the right, the radius of which is four hundred and six feet, 100 feet.

thence S. $30^{\circ}30'$ E. 120 feet.

thence by a curve to the right the radius of which is eight hundred and twenty feet, 120 feet.

thence South $22^{\circ}-15'$ E. 115 feet.

thence by a curve to the right, the radius of which is four hundred and seventy-five feet, 105 feet.

thence by a curve to the left, the radius of which is four hundred and eighty-eight feet, 100 feet.

thence S. $23^{\circ}37'$ E. 325 feet.

This last and the six preceding courses and distances are over land of Benjamin Worcester's heirs.

thence by a curve to the left, the radius of which is thirteen hundred and sixty-five feet, 198 feet.

thence S. $31^{\circ}40'$ E. 205 feet.

thence by a curve to the right, the radius of which is three hundred and eighty-five feet, 132 feet.

This last and the two preceding courses and distances are over land of Morris N. Richardson.

thence by a curve to the left, the radius of which is two hundred and forty-two feet, 132 feet.

thence S. 44° E. 365 feet to a point sixty feet from the corner of a wall.

LAYOUT OF A CONTINUATION SOUTHERLY OF POINT ROAD, TO

DR. RICHARDSON'S PLACE

(Continued)

The two last mentioned courses and distances are over land of George H. Lyman or Lyman and Pickman.

The road to extend sixty feet in width on the easterly side of the above described line.

The layout plan is
available at the
Marion Plan Index.

June 29, 1911.

RELOCATION OF POINT ROAD FROM CREEK ROAD TO WAREHAM STREET

Beginning at a point in the easterly line of Point Road at its northerly end as laid-out and accepted May 29, 1882, and thence northerly in a continuation of the first course of the aforesaid layout, two hundred sixteen and $4/100$ (216.04) feet to an angle, thence making an angle with the last described line $171^{\circ}17' 40''$ to the right, and running northerly eleven hundred eighty one and $15/100$ (1181.15) feet to an angle, thence making an angle with the last described line of $168^{\circ}16' 30''$ to the right and running northerly five hundred twenty-five and $32/100$ (525.32) feet to an bound stone marking the northwesterly location of the Delano Road as laid out in 1908, thence still northerly and making an angle with the last described line of $179^{\circ}26' 40''$ to the left a distance of one hundred thirty-nine and $28/100$ (139.28) feet to the southeasterly line of Wareham Street as laid out and bounded by the State of Massachusetts. The westerly line of said road is forty (40) feet from and parallel to its easterly line as herein described. Also a piece of land belonging to Charles F. Holmes lying between the westerly side of said layout and the old traveled way.

The layout plan is available at the Marion Plan Index.

November 2, 1920.

RECORDATION OF PLANT ROAD

1922

Beginning at a stone bound in the west line of Point Road, laying north, 16° east and 302 (three hundred and two) feet distant from the end of Point Road as described by the above, March 4, 1895.

- thence south $19^{\circ}45'$ west, three hundred and three and sixty-six hundredths feet to a stone bound,
- thence S. $26^{\circ}13'$ W. one hundred thirty-five and forty-five hundredths feet to a curve of one hundred and fifty feet (150) radius on the outside and one hundred, seventy-three and seventy-nine hundredths feet long.
- thence S. $30^{\circ}11'$ E. ninety-three and twenty-six hundredths feet to a curve of one hundred and fifty feet radius (150) on the outside, and a hundred and sixty and sixty-six hundredths long.
- thence N. $88^{\circ}27'$ E. one hundred and fifty-one and sixty-five hundredths feet.
- thence S. $77^{\circ}56'$ E. one hundred and forty-three and thirty-one hundredths feet.
- thence S. $53^{\circ}55',30''$ E. ninety-six and sixty-nine hundredths feet.
- thence S. $39^{\circ}31',30''$ E. one hundred and thirty-five and seventy-five hundredths feet.
- thence S. $33^{\circ}29'$ E. two hundred and forty-one and seventy-nine hundredths feet.
- thence S. $19^{\circ}7',30''$ E. three hundred and seventeen and one hundredth feet.
- thence S. $13^{\circ}56'$ E. three hundred and one and nineteen hundredths feet.
- thence to a radius of two hundred feet on outside and one hundred and eighty-five and ninety-one one hundredths feet long.
- thence S. $67^{\circ}11',30''$ E. one hundred and thirty-nine and forty-seven hundredths feet.
- thence S. $58^{\circ}24'$ E. ninety-four and twenty-seven hundredths feet.
- thence S. $42^{\circ}1',30''$ E. ninety-six and ninety-six hundredths feet.
- thence S. $29^{\circ}26',30''$ E. one hundred fifty two and forty hundredths feet.
- thence S. $16^{\circ}12'$ E. ninety and fifty-two hundredths feet.
- thence S. $2^{\circ}2'$ E. ninety and thirty-nine hundredths feet.
- thence S. $11^{\circ}6'$ W. ninety and eighty-four hundredths feet.
- thence S. $20^{\circ}27',30''$ W. two hundred and sixty-six and sixty-seven hundredths feet.
- thence S. $12^{\circ}15',30''$ W. one hundred and four and ninety-five hundredths feet.
- thence S. $4^{\circ}14',30''$ E. one hundred and five feet.

RELOCATION OF POINT ROAD

(Continued)

- thence S. $20^{\circ}, 56', 30''$ E. one hundred and three and seventy-three hundredths feet.
- thence S. $29^{\circ}, 1', 30''$ E. two hundred twenty six and fifty hundredths feet.
- thence S. $14^{\circ}, 6'E.$ eighty-seven and eighteen hundredths feet.
- thence S $0^{\circ}-39^{\circ}$, W. two hundred ninety-one and sixty hundredths feet.
- thence S. $10^{\circ}, 56', 30''$ E. three hundred nineteen and forty-nine hundredths feet.
- thence S. $20^{\circ}, 27', 30''$ E. three hundred twenty-six and thirty-one hundredths feet.
- thence S. $26^{\circ}, 51', 30''$ ^E one hundred fifty-two and three hundredths feet.
- thence S. $26^{\circ}, 51', 30''$ E. forty feet to a circular turnout radius of forty feet.

The road to be forty feet wide (40') on the easterly side of the above mentioned bounds.

The layout plan is available at the Marion Plan Index.

1922

From Planting Island Road to terminus at Kittansett Club. Also shows the old location of Point Road. This plan describes the Town Clerk's records, but no date is given in those records. There also appears to be a transcription error as the first dimension - 303.66' on the plans but 300.66' in the record of the vote that has been typed up.

POINT ROAD

Relocation of Great Neck Road

Beginning at an angle in the present easterly line of said Great Neck Road at a point 12.55 feet southerly from the property line between land of W. H. Ellis and others, and land of H. W. Bennett, thence south-easterly 726.2 feet to another angle in said Great Neck Road. The westerly line is to remain unchanged.

Said lines and distances are shown on a plan entitled. "Plan showing Proposed Relocation of Portion of Great Neck Road." February 1927.

Scale 1 inch 100 feet. Plan on file with the Town Clerk.

The layout plan is available at the Marion Plan Index.

February 10, 1928

LAYOUT OF POINT ROAD - FROM JUNCTION OF WAREHAM STREET NEAR DEXTER'S STORE AND RUNNING IN A NORTHWESTERLY DIRECTION TO COUNTY ROAD.

Beginning at a county bound in the northerly line of Point Road and the easterly line of County Road, as laid out under Decree No. 961, thence North $80^{\circ} 33' 20''$ East by lands of Annie Gurney, Ruth L. Savery, Abial Deane and Mary A. W. Hathaway 328.25 feet to a point, thence by lands of the said Mary A. W. Hathaway and Abial Deane by a curved line with a radius of 140.00 feet and deflecting to the right a distance of 80.00 feet measured on the arc to a point, thence South $66^{\circ} 42' 20''$ East by lands of Abial Deane, the Old Colony Railroad Company (Fairhaven Branch), Thornton D. Gibbs and Violet M. Gibbs and Elwin S. Briggs and Beatrice M. Briggs 387.68 feet to a point, thence by the said Briggs land by a curved line with a radius of 470.00 feet and deflecting to the left a distance of 249.10 feet measured on the arc to a point, thence North $82^{\circ} 55' 40''$ East by the said Briggs land and land of Abial Deane 316.30 feet to a point, thence by land of the said Deane and land of Annie Gurney by a curved line with a radius of 540.00 feet and deflecting to the right a distance of 167.00 feet measured on the arc, thence South $79^{\circ} 21' 10''$ East by the said Gurney land and land of Tweedy and Barnes, Inc. 166.49 feet to a point, thence by last named land by a curved line with a radius of 435.00 feet and deflecting to the left a distance of 269.16 feet measured on the arc, thence by the last named land North $65^{\circ} 11' 40''$ East 106.80 feet to a point, thence by last named land by a curved line with a radius of 1380.00 feet and deflecting to the right a distance of 265.41 feet measured on the arc, thence by the last named land North $76^{\circ} 12' 50''$ East 198.44 feet to an angle, thence South $89^{\circ} 34' 20''$ East by the last named land 277.05 feet to a point, thence by the last named land by a curved line with a radius of 625.00 feet and deflecting to the left a distance of 244.74 feet measured on the arc, thence by the last named land North $67^{\circ} 59' 30''$ East 185.60 feet to an angle, thence North $77^{\circ} 55' 00''$ East by the last named land 238.63 feet, thence by the last named land and land of W. Malcolm Bullivant by a curved line with a radius of 665.00 feet and deflecting to the right a distance of 264.11 feet measured on the arc, thence South $79^{\circ} 19' 40''$ East by the last named land and lands of Lewis and Annie Lopes, John DePina, B. Teixeira, Manuel Pina, Leonora Lopes, Benjamin A. and Hazel Lopes, and Manuel Pina 2nd 478.95 feet to an angle, thence South $77^{\circ} 18' 20''$ East by land of the said Pina and land of the Town of Marion 534.71 feet to an angle, thence South $72^{\circ} 38' 20''$ East by land of the said Town and lands of Belmiro Jose DeBarros, Frank and Marion Andrews, James F. Monahan, Casimiro J. DeBarros, and Albert M. Centio 385.27 feet, thence by land of the said Centio and land of William Youngson by a curved line with a radius of 400.00 feet and deflecting to the right a distance of 203.52 feet measured on the arc, thence South $43^{\circ} 29' 10''$ East by land of the said Youngson and land of Benjamin D. Dexter 60.55 feet to a Massachusetts Highway bound, thence South $35^{\circ} 57' 2''$ West in line of the State Highway known as Wareham Street 35.11 feet to a Massachusetts Highway bound, thence by the said State Highway by a curved line with a radius of 65.00 feet and deflecting to the right a distance of 77.17 feet measured on the arc, to a Massachusetts Highway bound in the northwesterly line of the said Wareham Street (the last two described lines are by State Highway Layout of January 28, 1930), thence by land of Benjamin D. Dexter by a curved line with a radius of 56.98 feet and deflecting to the left a distance of 75.55 feet measured on the arc, thence by land of the said Dexter land North $43^{\circ} 29' 10''$ West 65.89 feet to a point, thence by land of the said Dexter and land of the Middleborough Savings Bank by a curved line with a radius of 360.00 feet and deflecting to the left a distance of 183.17 feet measured on the arc, thence by the last named land and lands of Joao Pina Riberio, Casimiro J. DeBarros, Louisa Cardoza Teixeira and Joseph Rose North $72^{\circ} 38' 20''$ West 380.38 feet to an angle, thence North $86^{\circ} 35' 10''$ West by last named land and land of Loues S. Pina and land of the Middleborough Co-operative Bank 162.66 feet, thence by last named land and land of Lorenca Lopes and land of Santos Barros by a curved line with a radius of 590.50 feet and deflecting to the right a distance of 249.29 measured on the arc, thence by land of the said Barros by a curved line with a radius of 435.00 feet and deflecting to the left a distance of 128.54 feet measured on the arc, thence North $79^{\circ} 19' 40''$ West by the last named land and lands of Joseph P. Cardoza, Manuel Gomes, Marsimnia Gomes and Leslie B. Handy 478.95 feet to a point, thence by the last named land by a curved line with a radius of 625.00 feet and deflecting to the left a distance of 248.22 feet measured on the arc, thence by the last named land South $77^{\circ} 55' 00''$ West 235.16 feet to an angle, thence South $67^{\circ} 59' 30''$ West by the last named land 182.13 feet to a point, thence by the said Handy land by a curved line with a radius of 665.00 feet and deflecting to the right a distance of 260.40 feet measured on the arc, thence by the last named land North $89^{\circ} 34' 20''$ West 272.06 feet to an angle, thence South $76^{\circ} 12' 50''$ West

by the said Handy land 193.45 feet to a point, thence by the last named land by a curved line with a radius of 1340.00 feet and deflecting to the left a distance of 267.72 feet measured on the arc, thence South $65^{\circ} 11' 40''$ West by the said Handy land 106.80 feet to a point, thence by the said Handy land and land of Zachariah Depine by a curved line with a radius of 475.00 feet and deflecting to the right a distance of 235.91 feet measured on the arc, thence North $79^{\circ} 21' 10''$ West by land of Augustus W. Chase 186.49 feet to a point, thence by land of the said Chase and land of Anselmo A. Lopes by a curved line with a radius of 500.00 feet and deflecting to the left a distance of 154.83 feet measured on the arc, thence South $82^{\circ} 55' 40''$ West by land of the said Lopes and land of Mary Barros Pine 316.30 feet to a point, thence by land of the said Pine and land of Mary A. W. Hathaway by a curved line with a radius of 510.00 feet and deflecting to the right a distance of 270.30 feet measured on the arc to a point, thence by the said Hathaway land and land of the Old Colony Railroad Company (Fairhaven Branch) North $66^{\circ} 42' 20''$ West 228.13 feet to a point, thence by land of the said Railroad and land of Alonzo Hathaway Heirs by a curved line with a radius of 600.00 and deflecting to the left a distance of 342.84 feet measured on the arc to a point, thence by the said Hathaway Heirs land South $80^{\circ} 33' 20''$ West 141.80 feet to a County bound in the easterly line of County Road as laid out under Decree No. 961, thence North $57^{\circ} 25'$ West in line of the said County Road 74.775 feet to the point of beginning.

Description of takings near the land of the Old Colony Railroad Company (Fairhaven Branch).

Description of taking from Abiel Deane beginning at the southeasterly corner of parcel described in the northerly line of Point Road as shown on plan of Point Road, dated February 17, 1941, at a point in the westerly line of the land now or formerly of the Old Colony Railroad Company (Fairhaven Branch), thence North $66^{\circ} 42' 20''$ West in the northerly line of the said Point Road 106.19 feet to a point thence easterly by a curved line with a radius of 75.00 feet and deflecting to the left a distance of 143.38 feet measured on the arc to a point in the westerly line of the said Railroad Company's land, thence southerly in the said Railroad Company's land to the point of beginning, containing 2800 square feet more or less.

Description of taking from Thornton E. Gibbs and Violet M. Gibbs beginning at a point in the northerly line of Point Road as shown on plan of Point Road, dated February 17, 1941, said point being North $66^{\circ} 42' 20''$ West and 65.04 feet from a bound of the said road, thence North $66^{\circ} 42' 20''$ West 105.94 feet to land now or formerly of the Old Colony Railroad Company (Fairhaven Branch), thence northerly 105.94 feet more or less to a point, thence southerly by a curved line with a radius of 150.00 feet a distance of 184.48 feet measured on the arc to the point of beginning, containing 2400 square feet more or less.

Description of taking from Mary A. W. Hathaway beginning at a point in the southerly line of Point Road as shown on plan of Point Road, dated February 17, 1941, said point being North $66^{\circ} 42' 20''$ West 41.52 feet from a bound in the southerly line of the said road, thence by a curved line with a radius of 20.00 feet and deflecting to the left a distance of 152.84 feet measured on the arc to a point in the easterly line of land now or formerly of the Old Colony Railroad Company (Fairhaven Branch), thence northerly in the westerly line of the said Railroad Company's land to the southerly line of the said Point Road, thence South $66^{\circ} 42' 20''$ West in the southerly line of the said road to the point of beginning, containing 3040 square feet more or less.

Description of taking from Alonzo Hathaway Heirs beginning at a point in the southerly line of Point Road as shown on plan of Point Road, dated February 17, 1941, said point being on a curved line with a radius of 600.00 feet and a distance of 245.06 feet measured on the arc easterly from a bound of the said road, thence easterly and southerly by a curved line with a radius of 111.63 feet and deflecting to the right a distance of 155.48 feet measured on the arc to a point in the westerly line of land now or formerly of the Old Colony Railroad Company (Fairhaven Branch), thence northerly in the westerly line of the said Railroad Company's land to the southerly line of the said Point Road, thence westerly by a curved line with a radius of 600.00 feet and deflecting to the left to the point of beginning, containing 1600 square feet more or less.

Approved at the official law printing office March 3, 1941. Blue print on file under Highway Plans, Bureau files. Also in Plymouth Registry of Deeds.

LAYOUT OF POINT ROAD

Award of Land Damages:

<u>Parcel</u>	<u>Name</u>	<u>Area in Square Feet</u>	<u>Award</u>
1	Annie Gurney	262	\$2.40
1A	Ruth L. Savery	330	3.03
2	Abial Deane	463	4.25
3	Mary A. W. Hathaway	No taking	0.00
3A	Abial Deane	2800	25.71
4	Alonzo Hathaway Heirs	8448	77.57
		1600	14.69
5	Old Colony Railroad (Fair- haven Branch) New York, New Haven and Hartford Railroad	280	1.33
6	Thornton D. and Violet M. -- (539 Gibbs. Town of Marion -- (2400 Tax Title		5.01 22.35
6A	Elwin S. and Beatrice M. Briggs. Town of Marion Tax Title	525	4.89
7	Abial Deane	4386) --	3.71
7A	Abial Deane	1470) --	
8	Mary A. W. Hathaway	1470) -- 3040) --	3.04
9	Mary Barros Pina	No taking	0.00
10	Ancelmo A. Lopes	No taking	0.00
10A	Ancelmo A. Lopes	No taking	0.00
11	Annie Gurney	1320	1.33
12	Tweedy & Barnes Inc.	11920	8.03
13	Madeleine Daigle	668	4.09
14	Zachariah DePina	No taking	0.00
15	Leslie B. Handy	1540	18.85
16	Tweedy & Barnes Inc.	13440	9.05
17	W. Malcolm Bullivant	1920	1.93
18	Lewis and Annie Lopes	No taking	0.00
19	B. Teixeira	25	1.33
20	B. Teixeira	60	1.33
21	John DePina Riberio	100	1.33
22	Manuel Pina	25	1.33
23	Leonora Lopes	475	4.36
24	Leslie B. Handy	3200	39.17
25	Marsimnia Gomes	592	5.44
26	Manuel Gomes	1055)	12.67
27	Manuel Gomes	325) --	
28	Benjamin A. and Hazel Lopes	100	1.33
29	Manuel Pina 2nd	11360	104.32
30	Town of Marion	4960	0.00
31	Belmiro Jose DeBarros	375	3.44
32	Frank and Marion Andrews	210	1.93
33	James F. Monahan	570	5.24
34	Casimiro J. DeBarros	126	1.33
35	Albert M. Centio	371	3.41
36	William Youngson	No taking	0.00
37	Benjamin D. Dexter	No taking	0.00
38	Joseph P. Cardoza	400	3.67
39	Santos Barros	256	2.35
40	Santos Barros	224	2.05
41	Lorenca Lopes (Town of Marion (Tax Title)	No taking	0.00
42	Middleborough Co-operative Bank	200	1.84
43	Loues S. Pina	76	1.33
44	Joaul Rose	240	2.20
45	Louisa Cardoza Teixeira	114	1.33
46	Casimiro J. DeBarros	450	4.13
47	Joao Pina Riberio	420	3.85
48	Middleborough Savings Bank	160	1.47
49	Benjamin D. Dexter	2720	33.31

TOTAL

\$456.75 ✓

The layout plan is
available at the
Marion Plan Index.

Article 39. To see if the Town will vote to accept Quail's Crossing as a Town way, the description of which is as follows:

Description of the layout of Quail's Crossing as shown on a plan entitled "Layout Plan of Quail's Crossing in Marion, MA., March 14, 1995, Scale: 1" = 40', Thompson Surveying & Engineering, Inc., 525 Mill Street, Marion, MA."

BEGINNING in the westerly line of Front Street (a State Highway Layout known as Route #105) at the southeasterly corner of land now or formerly of Michael L. and Judith A. Medeiros; thence northerly, northwesterly and westerly by the said last-named land by a curve deflecting to the left, said curve having a radius of 26.83 feet and a length of 34.37 feet measured on the arc; thence South 65° 53' 41" West by the said last-named land by land now or formerly of John J. and Paula D. Crowne by land now or formerly of Peter A. and Lisa B. Nolet and by land now or formerly of Judith A. Marcsisin 830.70 feet; thence westerly and northwesterly by the said last-named land by land now or formerly of Ronald J. and Cecile M. Larochelle by the northeasterly end of Partridge Place and by land now or formerly of Glenn P. Bergquist and Kim Lissner by a curve deflecting to the right, said curve having a radius of 170.00 feet and a length of 202.37 feet measured on the arc; thence North 45° 53' 54" West by the said last-named land, by land now or formerly of John M. and Nancy E. Rolli, by land now or formerly of David H. and Jane E. Parsons, by land now or formerly of Frances C. Turowetz, by land now or formerly of Brenda J. LeBlanc and Anna R. Whalen, Trustees of Buddy and Bee Realty Trust, by land of Frances C. Turowetz and by land now or formerly of Brenda J. LeBlanc and Anna R. Whalen, Trustees of Buddy and Bee Realty 693.00 feet; thence northwesterly and westerly by the said last-named land by a curve deflecting to the left, said curve having a radius of 25.00 feet and a length of 23.18 feet measured on the arc; thence westerly, northwesterly, northerly, northeasterly, easterly, southeasterly and southerly by the said last-named land, by land now or formerly of Frances C. Turowetz, by land now or formerly of Brenda J. LeBlanc and Anna R. Whalen, Trustees of Buddy and Bee Realty Trust by a curve deflecting to the right, said curve having a radius of 50.00 feet and a length of 249.81 feet measured on the arc; thence southerly and southeasterly by the said last-named land, by a curve deflecting to the left, said curve having a radius of 25.00 feet and a length of 23.18 feet measured on the arc; thence South 45° 53' 54" East by the said last-named land, by land now or formerly of Frances C. Turowetz, by land now or formerly of Patrick J. and Mary Jane Minville by land now or formerly of Filicianno F. and Fatima Figueiredo by land now or formerly of Helene S. Vallett and by land now or formerly of James D. and Maureen Sarco 693.00 feet; thence southeasterly, easterly and northeasterly by the said last-named land by a curve deflecting to the left, said curve having a radius of 130.00 feet and a length of 154.76 feet measured on the arc; thence North 65° 53' 41" East by the said last-named land by land now or formerly of William H. Geary, III and Candace M. Geary, by land now or formerly of Joann M. Vierkant and Jean S. McAllister, by land now or formerly of Virginia R. Oliver, by land now or formerly of Gilbert E. Franklin, Jr. and Pamela A. Sylvia Franklin and by land now or formerly of William E. and Terese S. Walsh 808.49 feet; thence northeasterly and northerly by the said last-named land by a curve deflecting to the left, said curve having a radius of 25.00 feet and a length of 44.52 feet measured on the arc to the westerly line of the aforementioned Front Street; thence South 36° 08' 20" East by the westerly line of the said Front Street 38.05 feet; thence South 40° 41' 35" East by the westerly line of the said Front Street 54.44 feet to the point of BEGINNING.

or take any other action thereon.

The layout plan is available at the Marion Plan Index.

MOTION CARRIED UNANIMOUSLY

RIDGEWOOD LANE

Ridgewood Lane layout shown on a plan entitled, "Plan and Profile of Ridgewood Lane in Marion, Mass., scale 1" = 40', dated September 1, 1989".

Beginning at a concrete bound in the northeasterly sideline of Delano Road at a point of curve in line of land now or formerly of James R. and Carol Ann Fallon, thence in a southerly and easterly direction by a curve deflecting to the left having a radius of twenty and no hundredths feet (20.00) a distance of thirty-three and no hundredths feet (33.00) measured on the arc to a concrete bound in the southeasterly line of last-mentioned land, said concrete bound also marks a point of tangency in the northwesterly sideline of Ridgewood Lane; thence North 48 degrees 42' 54" east by last-mentioned land, along the northwesterly sideline of Ridgewood Lane one hundred thirty-one and ninety-eight hundredths feet (131.98) to a concrete bound at a point of curve; thence in a north-easterly direction by the easterly line of Lot 1 shown on a plan entitled "Subdivision of Land for Michael D. and Luba D. Bilentschuk in Marion, Mass., scale 1" = 60', dated August 22, 1986" and by the westerly sideline of Ridgewood Lane by a curve deflecting to the left having a radius of one hundred thirty and no hundredths feet (130.00) a distance of one hundred fifty-two and two hundredths feet (152.02) measured on the arc to a concrete bound at a point of tangency in the westerly sideline of Ridgewood Lane; thence north 18 degrees 17' 6" west by the easterly line of Lot 1, Lot 2 and Lot 3 and by the westerly sideline of Ridgewood Lane two hundred twenty-six and ninety-eight hundredths feet (226.98) to a concrete bound; thence continuing north 18 degrees 17' 06" west across a cul-de-sac at the end of Ridgewood Lane and by the easterly line of Lot 3, ninety-seven and twenty-four hundredths feet (97.24) to land now or formerly of Michael D. and Luba Bilentschuk; thence north 84 degrees 23' 2" east by the northerly end of Ridgewood Lane and southerly line of last-mentioned land forty-one and no hundredths feet (41.00) to the northwest corner of Lot 4; thence south 18 degrees 17' 6" east by the westerly line of Lot 4 and across a cul-de-sac at the end of Ridgewood Lane eighty-eight and twenty-five hundredths feet (88.25) to a concrete bound; thence south 18 degrees 17' 6" east by the westerly line of Lot 4, Lot 5 and Lot 6, and the easterly sideline of Ridgewood Lane two hundred twenty-six and ninety-eight hundredths feet (226.98) to a concrete bound at a point of curve; thence in a southwesterly direction by the westerly line of Lot 6 and Lot 7, by a curve deflecting to the right having a radius of one hundred seventy and no hundredths feet (170.00) a distance of one hundred ninety-eight and seventy-nine hundredths feet (198.79) measured on the arc to a concrete bound at a point of tangency at the northeasterly corner of land now or formerly of Joseph Francis Napoli and Nancy P. Napoli; thence south 48 degrees 42' 54" west by last-mentioned land and the southeasterly sideline of Ridgewood Lane one hundred forty-three and

forty-six hundredths feet (143.46) to a concrete bound at a point of curve; thence in a southeasterly direction by last-mentioned land and the southeasterly line of Ridgewood Lane by a curve deflecting to the left having a radius of twenty feet (20.00), a distance of twenty-seven and thirty hundredths feet (27.30) measured on the arc to a concrete bound in the northeasterly sideline of Delano Road; thence in a northwesterly direction by the northeasterly sideline of Delano Road by a curve deflecting to the left having a radius of six hundred sixteen and fifty hundredths (616.50), a distance of seventy-eight and thirty-three hundredths feet (78.33), measured on the arc to the concrete bound at the point of beginning.

Subject to a twenty foot (20.00) wide drainage easement one hundred feet (100.00) in length along Lot 5 and Lot 6 property line measured from the easterly sideline of Ridgewood Lane, also subject to turnaround areas adjacent to Ridgewood Lane, also subject to turnaround areas adjacent to Lot 3 and Lot 4 to be used for road purposes until such time that Ridgewood Lane is extended. At that time, turnaround areas will be incorporated in adjacent Lot 3 and Lot 4.

Accepted under Article 30, Annual Town Meeting, April 25, 1990.

see Registry of Deeds Plan
Book 35, page 754

RIVER ROAD DEC. 11, 1953

Article 2. Voted that the Town accept the lay-out of a private way leading in a general northerly direction from Wareham Street through the property of John and Mary DePina, Marion, Mass. as a Town Way, and to authorize the Selectmen to accept by gift a deed from said John and Mary DePina, Marion, Mass., to a certain parcel of land for said roadway as laid out and approved by the Marion Planning Board October 26, 1953, and shown on a plan by Samuel H. Corse, Civil Engineer, dated August, 1953; and filed by the Selectmen with the Town Clerk on November 18th, 1953; bounded and described as follows:

"Beginning at a point in the northwesterly line of Wareham Street as laid out as a State Highway in 1929 and 1930, said point being 148.61 feet southwesterly from a Massachusetts Highway Bound; thence south $44^{\circ} 40' 20''$ west by the said Wareham Street 53.52 feet to a point; thence northerly and northwesterly by a curved line with a radius of 15.00 feet, 22.12 feet measured on the arc to a point; thence north $39^{\circ} 49' 40''$ west by land of John and Mary DePina 164.34 feet to an angle; thence by last named land north $28^{\circ} 04' 40''$ west 477.99 feet to an angle; thence north $45^{\circ} 31'$ west 242.37 feet to a point in the northwesterly line of the proposed beach area projected southwesterly; thence north $28^{\circ} 26' 50''$ east by the said DePina land 41.62 feet to a drill hole at the southwesterly corner of the proposed beach area; thence $45^{\circ} 31'$ east by last named land and DePina land 260.00 feet to a stake at an angle; thence south $28^{\circ} 04' 40''$ east by the said DePina land and land of Grace Czaya, 480.00 feet to a stake at an angle; thence south $39^{\circ} 49' 40''$ east by the said Czaya land 170.30 feet to the point of beginning"; — and further, that the Town acquire by purchase from Grace Czaya (formerly Grace Brown), Marion, Mass., a certain parcel of land for said roadway as laid out and approved by the Marion Planning Board October 26, 1953, and shown on a plan by Samuel H. Corse, Civil Engineer, dated August, 1953; and filed by the Selectmen with the Town Clerk on November 18, 1953; bounded and described as follows:

"Beginning at a point in the northwesterly line of Wareham Street as laid out as a State Highway in 1929 and 1930, said point being 132.10 feet southwesterly from a Massachusetts Highway Bound; thence south $44^{\circ} 40' 20''$ west by the said Wareham Street 16.51 feet to a point; thence north $39^{\circ} 49' 40''$ west by the proposed street 16.51 feet to a point; thence southeasterly and northeasterly by a curved line with a radius of 15.00 feet, 25.00 feet measured on the arc to the point of beginning, containing 60 square feet, more or less; being a part of the land conveyed by John and Mary DePina to Grace Brown"; — and that the sum of \$1.00 be appropriated from free cash in the treasury for the purchase thereof.

RIVER ROAD

Article 17. To see if the Town will vote to accept as a gift from John DePina the remainder of River Road, which is described as follows:

Description of layout of River Road (Extension) as shown on a plan entitled "Plan and Profile Showing Street and Beach Area, Marion, Mass.; Scale 1" = 100', August 1953"

Beginning at the southwesterly corner of land of the Town of Marion in the north-easterly line of River Road; thence South 28 degrees, 26' 50" West by the westerly end of the previously accepted portion of the said River Road 41.62 feet to land of James and Mildred Cooper; thence North 45 degrees 31' 00" West by said last named land, by land of Charles G., Jr. and Madeline M. Ambush; by land now or formerly of Hallsworth D.J. and Phyllis W. Randolphe, by land of John and Mary DePina, by land of James B. and Mary Donaldson, and land of John D. and Beatrice E. Cairns 337.63 feet; thence northwesterly, northerly, easterly, southeasterly and southerly by said last named land and by land of Bishop and Maria DeGrphenreid by a curve deflecting to the right, said curve having a radius of 35.00 feet and a length of 143.64 feet measured on the arc; thence southerly and southeasterly by said last named land by a curve deflecting to the left, said curve having a radius of 35.00 feet and a length of 33.69 feet measured on the arc; thence South 45 degrees 31' 00" East by said last named land and land of Lillian Fuller 268.68 feet to the point of beginning.

There are no plans for this layout.

Accepted Annual Town Meeting March 1st, 2nd, 3rd, and 5th, 1971

Unanimous yes vote

ROCK STREET
FRONT
(Spring to ~~West~~ near Town Lot)

The layout of said proposed street is as follows:

Beginning at the northeast corner of the town house lot (so called); thence south 84 degrees west 450 feet to Spring Street. The above line being the south line of said proposed street, and the north line is parallel to the south line and 40 feet distant therefrom.

There are no plans for this layout.

~~_____~~ March 2, 1914.

~~_____~~ Apr. 7, 1914

Discontinued, April 7, 1917

ROCKY KNOOK LANE

Article 12. Moved that the Town vote to accept as a public way the way known as Rocky Knook Lane, layout described as follows:

Description of Rocky Knook Lane as shown on a plan entitled "Plan and Profile of Rocky Knook Lane in Marion, MA, Dec. 22, 1982, Arthur C. Thompson, Inc., Engineers & Surveyors, Marion, MA."

Beginning at the southeasterly corner of land now or formerly of Jayne A. Cerkovitz in the westerly line of Mill Street, a State Highway Layout known as Route #6; thence South $0^{\circ} 21' 55''$ West by the westerly line of the said Mill Street 47.94 feet; thence South $50^{\circ} 43''$ West by the westerly line of the said Mill Street 33.71 feet to the northeasterly corner of land now or formerly of Luis and Leonor Roderiquez; thence northerly, northwesterly, and westerly by the said last named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 10.15 feet measured on the arc to a drill hole; thence North $82^{\circ} 41''$ West by the said last named land, by land now or formerly of Jayne A. Cerkovitz, by land now or formerly of Peter J. Farrell Elizabeth Brule and by land now or formerly of Jayne A. Cerkovitz 689.83 feet to a concrete bound; thence westerly and northwesterly by the said last named land and by land now or formerly of Stephen J. and Leona L. Cerkovitz by a curve deflecting to the right, said curve having a radius of 170.00 feet and a length of 147.19 feet measured on the arc to a concrete bound; thence North $55^{\circ} 07''$ West by the said last named land, by land now or formerly of David M. and Beth Anne DeCosta and by land now or formerly of Michael E. and Michelle A. Lizotte 304.00 feet to a concrete bound; thence northwesterly and westerly by land now or formerly of Jayne Cerkovitz by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 17.66 feet measured on the arc; thence westerly, northwesterly, northerly, northeasterly, easterly, southeasterly and southerly by the said last named land by a curve deflecting to the right, said curve having a radius of 130.00 feet and a length of 211.02 feet measured on the arc; thence southeasterly by the said last named by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 17.66 feet measured on the arc to a concrete bound; thence South $32^{\circ} 55'$ East by land now or formerly of Eric J. and Peggy L. Brown, by land now or formerly of Beth Livsey and by land now or formerly of Mark A. and Nancy R. Cerkovitz 304.00 feet to a concrete bound; thence southeasterly and easterly by the said last named land by a curve deflecting to the left, said curve having a radius of 130.00 feet and a length of 112.56 feet measured on the arc to a concrete bound; thence South $82^{\circ} 31' 41''$ East by the said last named land, by land now or formerly of Stephen J. and Leona L. Cerkovitz and by land now or formerly of Jayne A. Cerkovitz 681.88 feet to a concrete bound; thence easterly, northeasterly and northerly by the said last named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 33.90 feet measured on the arc to the point of beginning.

The layout plan is available at the Marion Plan Index.

Passed Unanimously

ROSE COTTAGE LANE

ANNUAL TOWN MEETING - ON MARCH 4th, 1970

UNDER ARTICLE 43 OF THE WARRANT: VOTED: That the Town accept as a public way, the layout formerly known as Dionne Terrace, hereinafter to be called ROSE COTTAGE LANE, described as follows:

Description of Dionne Terrace, Marion, Mass. as shown on a plan entitled "Plan of Dionne Terrace, 40 ft. wide, Marion, Mass., November 1968, Scale 1"=40' Arthur C. Thompson, Inc. Engineers & Surveyors, Marion, Mass."

Beginning at a point in the westerly line of Pleasant Street, a County Highway Layout, Decree #1298, in the easterly line of land of Elderic H., Jr. and Virginia L. Barry, said point being North 4 degrees 33' 25" West 4.92 feet from a County Highway Bound; thence northerly, northwesterly, and westerly by said last named land, by a curve deflecting to the left, said curve having a radius of 10.00 feet and a length of 16.67 feet measured on the arc; thence South 79 degrees 55' 30" West by said last named land, by land of Robert A. and Marjorie K. Lowery and by land of Thomas N. and Kathleen H. Bucar 252.97 feet; thence westerly, northwesterly, northerly, northeasterly, easterly and southeasterly by said last named land and land of Edward J. Sylvia, Jr. by a curve deflecting to the right, said curve having a radius of 35.00 feet and a length of 149.43 feet measured on the arc to the westerly line of land of Travis T. and Phyllis W. McAfee; thence southerly, southeasterly and easterly by said last named land by a curve deflecting to the left, said curve having a radius of 10.00 feet and a length of 15.71 feet measured on the arc; thence North 79 degrees 55' 30" East by said last named land and land of Grace Suzanne Croncer Byron 217.14 feet; thence easterly, northeasterly and northerly by said last named land by a curve deflecting to the left, said curve having a radius of 10.00 feet and a length of 14.74 feet measured on the arc to the westerly line of the aforementioned Pleasant Street; thence South 4 degrees 33' 25" East by the westerly line of the said Pleasant Street 60.28 feet to the point of beginning.

see Registry of Deeds Plan Book
3224, page 302.

Unanimous voice vote.

I, Herbert E. Ryder, Clerk of the Town of Marion, do certify that the above is a true copy of the vote of the Town on Article 43 of the Warrant for the Annual Town Meeting held in said Marion on March 2nd, 1970; vote on this article being taken at an adjournment of the meeting on March 4th, 1970.

Herbert E. Ryder
Town Clerk of Marion

now Edgewater
Lane

Now Edgewater Lane

ROSEMARIA WAY

Article 25. Voted that the Town accept as a public way the layout known as Rosemaria Way described as follows:

Description of Rosemaria Way as shown on a plan entitled " Subdivision Plan of Land in Marion, Mass. Surveyed for Stoney Run Development Corp., March 1973, Scale: 1"=100' Arthur C. Thompson Inc., Engineers and Surveyors, Marion, Mass.

Beginning at the intersection of the easterly line of Rosemaria Way with the northerly line of Stoney Run Lane, it being the southwesterly corner of land now or formerly of John J. Russell and Katherine Claire Russell; thence North $89^{\circ}57'19''$ West by the northerly line of the said Stoney Run Lane 80.00 feet to the southeasterly corner of land now or formerly of Robert T. and Pamela M. La Crosse; thence easterly, northeasterly and northerly by the said last named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 31.42 feet measured on the arc; thence North $0^{\circ}02'41''$ East by the said last named land, by land now or formerly of Robert A. and Jane C. Scott and by land now or formerly of Barbara D. Schneider et ali, Trustees, Majucar Trust 317.26 feet; thence northerly by the said last named land by a curve deflecting to the left, said curve having a radius of 300.00 feet and a length of 122.12 feet measured on the arc; thence northerly, northwesterly and westerly by the said last named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 33.91 feet measured on the arc; thence South $59^{\circ}33'57''$ West by said last named land and by land now or formerly of Roland M. Place Jr. and Nancy J. Place 187.82 feet; thence westerly and southwesterly by said last named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 17.66 feet measured on the arc; thence southwesterly, westerly, northwesterly, northerly northeasterly and easterly by said last named land and by land now or formerly of J. Gerard and Jean V. Aillery and by land now or formerly of Francis J. and Jacquelyn M. Le Blanc by a curve deflecting to the right, said curve having a radius of 43.00 feet and a length of 211.02 feet measured on the arc; thence easterly by the said last named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 17.66 feet measured on the arc; thence North $59^{\circ}33'57''$ East by said last named land and by land now or formerly of Barbara D. Schneider et ali Trustees, Majucar Trust 250.00 feet; thence South $30^{\circ}26'03''$ East by said last named land 25.12 feet; thence southerly by said last named land and by land now or formerly of Albert E. Winroth et ali and by land now or formerly of Barbara D. Schneider et ali, Trustees, Majucar Trust by a curve deflecting to the right, said curve having a radius of 340.00 feet and a length of 180.87 feet measured on the arc; thence South $0^{\circ}02'41''$ West by said last named land and by land now or formerly of John J. Russell and Katherine Claire Russell 317.26 feet; thence southerly southeasterly and easterly by the said last named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 31.42 feet measured on the arc to the point of beginning.

Meeting adjourned at 9:10 p.m.

Accepted 1981

see Registry of Deeds Plan
Book 3905, page 180.

RYDER STREET

We, the subscribers, Selectmen of the town of Rochester, being met this third day of November, 1837, for the purpose of laying out a street or highway from the old landing to the back road, so called, have attended to that service and layed out the highway as follows, namely. Beginning on the west side of the street 20 feet northerly of the northeast corner of the yard in front of Stephen Delano's dwelling-house, thence west 18^o South 10 Rods on the land of Elisha Luce, thence 23 Rods 25 Links on Land of David Hathaway, thence on the land of David Rider 16 Rods, thence West 14^o South, through land of Frederick Mendall, 50 Rods. to the back road. Said street or highway to lay on the south side of the above described line, and be twenty feet wide, and we have awarded damages to the above named persons as follows, namely

Elisha Luce	\$15.00
David Hathaway	00.00
David Rider	00.00
Frederick Mendall	20.70
	<u>\$35.70</u>

Respectfully submitted,

Amittai B. Hammond
Philip Crandon
Weston Allen
Selectmen of Rochester

A true copy.

Recorded by me

Robers L. Barstow, Town Clerk.

There is no layout plan for Ryder's Lane (Street).
The surveys adjacent to the road do not correspond
to this description.

Taken from Rochester Records
Volume 13, Page 64.

Volume 10 - index

Article 22. Motion was made and seconded that the Town vote to accept Sarah Sherman Lane as shown on a plan entitled, "Street Acceptance Plan of Sarah Sherman Lane in Marion, MA, January 21, 2000", prepared by Thompson Surveying & Engineering, Inc., including water and sewer mains, description as printed in the Warrant under Article 22.

As printed in the Warrant:

BEGINNING at an iron rod in the southerly line of Oakdale Avenue; thence South 21° , $07' 30''$ East by land now or formerly Tamara L. Gordon, Brian D. and Elizabeth H. Chase and George T. and Jilline A. Fearons, 436.44 feet, to a concrete bound; thence South 73° , $43' 22''$ West by land now or formerly of Helen A. Adamson, 86.31 feet to a concrete bound; thence North 21° , $07' 30''$ West by land now or formerly of Oak Tree Carpentry, 39.51 feet to a concrete bound; thence by a curve deflecting to the right by land now or formerly of Oak Tree Carpentry, said curve having a radius of 43.00 feet and a length of 55.80, as measured on the arc to a concrete bound; thence by a curve deflecting to the left by land now or formerly of Oak Tree Carpentry, said curve having a radius of 20.00 feet and a length of 25.95 as measured on the arc, to a concrete bound; thence North 21° , $07' 30''$ West by land now or formerly of Oak Tree Carpentry and Sherman and Alice Briggs, 308.97 feet to a concrete bound; thence by a curve deflecting to the left by land of Sherman and Alice Briggs, said curve having a radius of 20.00 feet and a length as measured on the arc of 31.42 feet to a concrete bound; thence North 68° , $52' 14''$ East along the southerly side of Oakdale Avenue, 60.00 feet, to the point of BEGINNING.

Motion carried unanimously, 7:29 PM

The layout plan is available at the Marion Plan Index.

SCHOOL STREET

(Main to Cottage Street)

Said layout of said street is described as follows.

The West line is described. Beginning at a point in the south line of Cottage Street. Thence south $2\frac{1}{2}$ degrees west about, 400, four hundred feet to a point on Main Street near the southeast corner of the premises of Albert C. Vose.

The east line is described. Beginning at a point in the south line of Cottage Street, 30, feet easterly from the west line. Thence southerly about, 400, four hundred feet to a point in Main Street, 30, thirty feet easterly of the west line as above described.

see Registry of Deeds Plan Book 2,
page 301.

March 3, 1902.

SOUTH STREET
(Joseph H. Allen's to Pleasant Street)

Beginning at the westerly side of Front Street and at the southeast corner of James H. Allen's house lot, thence west 882 feet to Pleasant Street. The said way to be 35 feet wide and south of the above described line.

The layout plan is
available at the
Marion Plan Index.

March 9, 1989.

LAYOUT OF A CONTINUATION OF SOUTH STREET FROM PLEASANT STREET
WESTERLY TO MILL STREET

The north line is described. Beginning at a point in the east line of Mill Street at the northwest corner of land owned by the town of Marion and on which the standpipe now stands, thence easterly in a straight line fourteen hundred and sixteen and three one hundredths feet ($1416 \text{ and } 03/100$) to a point in the west line of Pleasant Street, said corner being three and fifty-three one hundredths feet ($3 \text{ and } 53/100$) northerly of the north line of South Street as now located to the east of Pleasant Street, produced westerly.

The south line is forty feet (40 ft.) distant from the above described line and parallel thereto.

The produced grade is shown by a red line on the accompanying plan.

The layout plan is
available at the
Marion Plan Index.

This plan of layout not accepted.

SPARROW LANE

Shown on a plan entitled "Plan of Land in Marion, Mass., Prepared for Henry L. and Jayne A. Cerkovitz, August 31, 1974, Scale: 1" = 100', Arthur C. Thompson, Inc., Engineers & Surveyors, Marion, Mass.", said plan recorded in the Plymouth County Registry of Deeds.

Beginning in the westerly line of Mill Street (a State Highway Layout known as Route #6), at the southeasterly corner of land now or formerly of Patricia A. Lemire; thence South 4 degrees 48' 30" East by the westerly line of the said Mill Street 80.00 feet to the northeasterly corner of land now or formerly of Stephen J. and Leona M. Cerkovitz; thence northerly, northwesterly and westerly by the said last-named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and length of 31.42 feet measured on the arc; thence South 85 degrees 11' 30" West by the said last-named land and by land now or formerly of Jayne A. Cerkovitz 228.77 feet; thence westerly by the said last-named land by a curve deflecting to the left, said curve having a radius of 130.00 feet and a length of 87.38 feet measured on the arc; thence westerly, southwestery and southerly by the said last-named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 21.77 feet measured on the arc; thence southerly, southwestery, westerly, northwesterly, northerly, northeasterly and easterly by the said last-named land, by land now or formerly of Stephen J. and Leona M. Cerkovitz and by land now or formerly of David E. and Barbara S. Thrall by a curve deflecting to the right, said curve having a radius of 43.00 feet and a length of 210.05 feet measured on the arc; thence northeasterly by the said last-named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 14.94 feet measured on the arc; thence easterly by the said last-named land and by land now or formerly of Frank A. and Nancy R. Cerkovitz by a curve deflecting to the right, said curve having a radius of 170.00 feet and a length of 129.88 feet measured on the arc; thence North 85 degrees 11'30" east by the said last-named land and by land of the aforementioned Patricia A. Lemire 228.77 feet; thence easterly, northeasterly and northerly by the said last-named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 31.42 feet measured on the arc to the point of beginning.

see Registry of Deeds Plan Book
4062, page 671.

Spring Street

ROAD

(From Main Street by the Tabor Buildings)

Beginning at the southwest corner of a lot of land owned by Anna Wittett and by the highway. Thence north 5 degrees east forty-nine and one half rods and by a stone wall to a stake, and the said road to be on the westerly side of said described course, and to be ~~forty~~ ^{front} feet wide. This road is in ~~the~~ of the Taber Buildings.

March 28, 1881.

There are no plans for this layout.

SPRING STREET

The East line is described. Beginning at a point in the North line of Main Street twenty (20) feet easterly of the present east line of Spring Street as heretofore laid out and accepted. Thence, North six degrees and fifteen minutes ($6^{\circ} 15'$), East, one thousand four hundred and thirty-four and seventeen hundredths (1434 and $17/100$) feet to a point in Barnabas Holmes' lane. Ten and seventy six hundredths (10 and $76/100$) feet North of the South line of said lane. Thence, North nine degrees forty eight minutes ($9^{\circ} 48'$) West, two thousand twenty-five and sixty-six hundredths (2025 and $66/100$) ~~but~~ ^{feet} to a point in the North line of Ryder Street. Thence, North four degrees thirty five minutes ($4^{\circ} 35'$) West, one thousand nine hundred eleven and fifty eight hundredths (1911 and $58/100$) feet to a point in the East line of Mill Street near Annie F. Gurney's barn. The West line is parallel with the East line and sixty (60) feet distant therefrom until it reaches the East line of Mill Street. Within this description is included that part of Spring Street as heretofore laid out and accepted forty (40) feet wide and extending North from Main Street, the length of the Tabor Academy property.

The layout plan is available at the Marion Plan Index.

February 2, 1901.

In accordance with a plan on file dated Dec. 15, 1900. (Plan No. 28)

April 27. Accepted 1971
Article 24. To see if the Town will vote to accept as a public way, the layout known as Stoney Run Lane described as follows:

Description of Stoney Run Lane as shown on a plan entitled Plan Showing Subdivision of Land in Marion, Mass., Prepared for Walter H. Welch, June 21, 1971, Scale 1" = 100', Arthur C. Thompson, Inc., Engineers & Surveyors, Marion, Mass., Revised August 1971.

Beginning at the intersection of the southeasterly line of Stoney Run Lane with the northeasterly line of Delano Road in line of land now or formerly of Etta Hix Allen; thence northwesterly by the northeasterly line of the said Delano Road by a curve deflecting to the left, said curve having a radius of 616.50 feet and a length of 8.75 feet measured on the arc; thence North 51° 22' 23" West by the northeasterly line of the said Delano Road 71.25 feet to land now or formerly of Edmond A. and Ruth L. Bolton; thence southeasterly, easterly and northeasterly by the said last named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 31.42 feet measured on the arc; thence North 38° 37' 37" East by the said last named land 43.62 feet; thence easterly, northeasterly and northerly still by the said last named land by a curve deflecting to the left, said curve having a radius of 100.00 feet and a length of 81.20 feet measured on the arc; thence North 7° 53' 55" West by the said last named land, by land now or formerly of Dennis A. and Susan A. Nobrega and by the easterly end of Emil's Way 251.33 feet; thence North 5° 42' 26" West by the easterly end of Emil's Way by land now or formerly of Martin J. and Collette A. Williams, by land now or formerly of Harold K. and Judith M. Lorenz, by land now or formerly of Ronald F. and Audrey H. MacDonald and by land now or formerly of Eileen M. Collins 669.61 feet; thence northerly, northwesterly and westerly by the said last named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 29.41 feet measured on the arc; thence North 89° 57' 19" West by said last named land, by land now or formerly of Robert R. and Judith R. Coykendall and by land now or formerly of William J. and Genevieve M. Noering, 421.71 feet to the easterly line of land now or formerly of Robert B. and Katherine Burrell; thence North 8° 28' 30" East by said last named land 86.94 feet to the southwesterly corner of land now or formerly of Gerald F. and Carol A. Wolfe; thence South 89° 57' 19" East by said last named land 66.00 feet; thence easterly, southeasterly and southerly by the said last named land by a curve deflecting to the right, said curve having a radius of 20.00 feet and a length of 31.42 feet measured on the arc; thence South 0° 02' 41" West by said last named land 6.00 feet; thence southerly, southeasterly and easterly by the said last named land by a curve deflecting to the left, said curve having a radius of 20.00 feet and a length of 31.42 feet measured on the arc; thence South 89° 57' 19" East by said last named land, by land now or formerly of Robert T. and Pamela M. LaCrosse, by the southerly end of Rosemaria Way and by land now or formerly of John J. Russell and Katherine Claire Russell 357.23 feet; thence South 5° 42' 26" East by said last named land, by land now or formerly of Stoney Run Inc., by land now or formerly of Walter H. and Rosemaria Welch by land now or formerly of Janet E. Oyaas, by land now or formerly of Harold E. and Marion T. LeBlanc and by land now or formerly of Jeanette Ann Tremblay 723.10 feet; thence South 7° 53' 55" East by said last named land by land now or formerly of Salvatore S. and Judith K. Fasciana and by land of Eugene L. and Lynn R. Snow 310.75 feet; thence South 38° 37' 37" West by said last named land by land now or formerly of Robert B. and Katherine Burrell and by land now or formerly of Etta Hix Allen 103.41 feet; thence southwest-erly, southerly and southeasterly by said last named land by a curve deflecting to the left, said curve having a radius of 20.59 feet and a length of 31.75 feet measured on the arc to the point of beginning. *(unanimously carried)*

TUCKER LANE

Tucker Lane as shown on a plan entitled "Plan of Land in Marion, Mass. prepared for B.V.I. Financial Corp., October 21, 1988, scale 1" = 60', Arthur C. Thompson, Inc., Engineers and Surveyors, Marion, Mass." beginning at the intersection of the westerly line of County Road with the southerly line of Tucker Lane, said point being 71.95 feet southerly along the westerly sideline of County Road and by the Marion and Wareham town line, from the southeasterly corner of land now or formerly of Albert E. and Julia E. Love; thence northerly, northwesterly and westerly by a curve deflecting to the left, said curve having a radius of 25.00 feet and a length of 35.60 feet measured on the arc by land of B.V.I. Financial Co., Inc.; thence north 89 degrees 34' 14" west by land now or formerly of B.V.I. Financial Co., Inc., Paul D. and Janet M. Blakely, Donald and Helen M. Dickerson and C & C Realty Trust, 888.86 feet; thence westerly, southwesterly and southerly by a curve deflecting to the left, said curve having a radius of 25 feet and a length of 32.03 feet measured along the arc, by land now or formerly of B.V.I. Financial Co., Inc.; thence southerly, westerly, northerly and easterly by a curve deflecting to the right, said curve having a radius of 45.00 feet and a length of 199.02 feet measured along the arc by land now or formerly of B.V.I. Financial Co., Inc.; thence south 89 degrees 34' 14" east by said last-named land 972.54 feet; thence southerly by a curve deflecting to the left, said curve having a radius of 2,078.47 feet and a length of 61.89 feet by the westerly sideline of County Road and by the Marion and Wareham town line to the point of beginning.

Accepted under Article 31, Annual Town Meeting, April 25, 1990

see Registry of Deeds Plan Book 31,
page 707.

LAYOUT OF VINE STREET

Said layout of said street is described as follows: the south line is described. Beginning at a point in the west side of Water Street near the north east corner of George U. Crocker's premises thence west, 14 degrees south, about $143\frac{1}{2}$ feet, thence west 7 and $\frac{1}{3}$ degrees north, about 645 feet, to a point on the east side of Front Street about 15 feet from the northwest corner of the property of the first congregational church. The north side is described. Beginning at a point in the west side of Water Street near the southeast corner of the Barrows place, so called, 40 feet northerly of the south line, thence westerly about $788\frac{1}{2}$ feet to a point in the east side of Front Street 40 feet northerly of the south line as above described.

see Registry of Deeds Plan Book 2,
page 218.

Feb. 24, 1902.

This was a proposal for
Washburn Lane

AS H BURN
WAREHAM STREET

Thirty foot road laid from Wareham Street northerly to land of the Town of Marion (Ball Field) said road beginning at the intersection of Wareham Street and the existing right of way entrance between the property of Edith Faunce et al and property of Augustus M. Chace.

Beginning at a point in the northerly line of Wareham Street as laid out by the Massachusetts Department of Public Works said point being north $62^{\circ}-7'-10''$ east from a Massachusetts Highway Bound, a distance 92.32 feet, thence north $18^{\circ}-53'$ west in line of a fence and land of the Estate of Annie Faunce 246.38 to a stone post, thence north $27^{\circ}-49'50''$ west by land of Washburn Electrical Company and land of H. E. Salzberg Inc. 487.64 feet to the southeasterly corner of land of Albert W. Winters, thence north $24^{\circ}-8'-10''$ west by land of Albert W. Winters and land of the East Marion Realty Trust 337.21 feet, thence north $31^{\circ}-56'-40''$ west by land of the East Marion Realty Trust and land of Lazare Bourgault also called Lazarust Bogo, 300.96 feet to an angle, thence north $24^{\circ}-55'-50''$ west still by land of Bourgault 1.49 feet to the land of the Town of Marion, thence north $64^{\circ}-24'-20''$ east 30.01 feet to the southeasterly corner of land of the Town of Marion, thence south $31^{\circ}-56'-40''$ east by land of the Estate of John E. Stinson 301.17 feet, thence south $24^{\circ}-8'-10''$ east by land of Harry B. Wing 338.28 feet to an angle, thence south $27^{\circ}-49'-50''$ east by land of H. E. Salzberg Company Inc. and land of the Washburn Electrical Company 489.02 feet, thence south $18^{\circ}-53'$ east by land of Charles M. Deane and land of Augustus M. Chace 243.98 feet to the northerly line of the aforesaid Wareham Street, thence south $62^{\circ}-7'-10''$ west in the northerly line of Wareham Street 30.37 feet to the point of beginning.

The layout plan is
available at the
Marion Plan Index.

Rejected at annual town meeting held March 2, 1936.

See Plan No. 37 on file.

WAREHAM STREET

(Road leading to Little Neck)

Beginning at a stone post on the easterly side of the Highway that leads from the Marion Depot to Sippican Village and bearing north $85\frac{1}{2}$ degrees west 115 feet from the north westerly corner of Stephen D. Hadley's dwelling house. Thence north 59 degrees east in the southerly line of the Highway 1103 feet to a white oak tree near a brook on the westerly side. Thence north 57 degrees east in the southerly line of said Highway 1100 feet to a stake in the corner of Moses H. Swift's land. Thence north $50\frac{1}{2}$ degrees east in the Highway 688 feet to land of Obed Griffith. Thence same course on land of Obed Griffith 100 feet. Thence same course in the Highway. 274 feet to a stake in the southerly line of said Highway. Said Highway to extend 42 feet wide on the northerly side of said courses.

March 9, 1889.

see state layout
#413

LAYOUT OF A CONTINUATION OF WAREHAM STREET FROM FRONT TO MILL ST.

The north line is described. Beginning at a point in the west line of Front Street fifty-six and sixty-six one hundredths (56 and 66/100) feet westerly from a bound stone in the north line of Wareham Street, produced, thence in a north westerly direction still in the north line of Wareham Street produced, eight hundred and eighty-five and forty-three hundredths (885 and 43/100) feet to a point in the west line of Mill Street.

The south line is forty feet therefrom and parallel thereto.

The grade is shown by a red line on the accompanying plan.

The layout plan is available at the Marion Plan Index. This plan is circa 1901.

Voted not to accept

(when?)

Wells Lane

~~WAREHAM STREET~~
(Continuation westerly)

Wells lane

The layout of said street is described as follows:

Beginning at a point in the west line of Front Street 3.35 feet north of a Massachusetts Highway bound set at the intersection of the west line of Front Street and the south line of Wareham Street; thence by a curve to the right, the radius of which is 386.60 feet for a distance of 187.23 feet; thence north $84^{\circ} 03\frac{1}{2}'$ west 211.41 feet; thence by a curve to the left, the radius of which is 288.66 feet, for a distance of 331.92 feet to the east line of Mill Street as laid out by the County Commissioners in 1913.

The above description is the south line of the proposed highway and the north line is parallel to and 40 feet distant from the south line.

Superseded by
state layout #1541

March 2, 1914.

Wells Lane
WARHAM STREET

Wells lane

(Widening between Mill and Front)

Said proposed layout is described as follows:

Beginning at a bound in the west line of Mill Street, bearing N. $59^{\circ} 56' 30''$ W. 20 feet from station 47 plus 63.13 of Massachusetts Highway Commission; thence N. $30^{\circ} 03' 30''$ E. a distance of 50 feet; thence by a curve to the right, the radius of which is 251.50 feet, a distance of 268.72 feet to a bound, which bound bears N. $68^{\circ} 50' 11''$ W. and 73 feet distant from station 51 plus 18.05; thence S. $88^{\circ} 43' 16''$ E. a distance of 433.89 feet to a bound in the west line of Front Street, which bound bears N. $35^{\circ} 33' 30''$ W. and 19.58 feet from station 55 plus 00.93; said widening to be on the southerly side of the above described line, and containing an area of about 7495 square feet. All of the above being shown on a plan accompanying this description, drawn by the Massachusetts Highway Commission and on file in the Town Clerk's office.

The layout plan is available at the Marion Plan Index.

March 1, 1915.

Old Colony line layout (NYNH & H RR) from Front Street north to Washburn Park Road.

This was never acted on.

see state layout No. 5865, sheet 17 for layout of Washburn Park Road and Land Court Plan 12984-A.

WASHBURN PARK ROAD

Article 29: Moved that the Town vote to authorize the Board of Selectmen to acquire by purchase, by gift, take by eminent domain, or in any other manner, acquire a portion of Lot 25 on Assessors' Plan 11, formerly property of the Penn. Central Railroad land, described as follows: Beginning in the easterly line of Front Street at the southwesterly corner of land now or formerly of Theodore J. Laycock; thence northerly by the easterly line of the said land and by land now or formerly of Charles B. and Eloise M. Blanchette and by land now or formerly of Henry R. and Margaret M. Briggs by a curve deflecting to the left, said curve having a radius of 2784.97 feet and a length of 478.50 feet measured on the arc; thence North 14 degrees 51' 22" East by the said last-named land, by land now or formerly of Robert R. Duncan, III and Susan E. H. Duncan, by land now or formerly of Eunice Jones, by land now or formerly of Richard H. and Kathleen P. Reis and by land now or formerly of Dorothy G. Buckman and by the easterly portion of the aforementioned Town Way, 961.71 feet; thence North 69 degrees 57' 21" East by land now or formerly of John S. Boyd and Elizabeth L. Beardsley, 80.47 feet to the westerly line of land of the Town of Marion; thence South 14 degrees 51' 22" West by the said last-named land 1007.75 feet; thence southerly by the said last-named land and by land now or formerly of Milton and Margaret G. Laycock by a curve deflecting to the right, said curve having a radius of 2850.97 feet and a length of 579.37 feet measured on the arc to the

easterly line of the aforementioned Front Street; thence North 11 degrees 28' 30" West by the easterly line of the said Front Street 84.96 feet; thence North 9 degrees 54' 14" West by the easterly line of the said Front Street 25.44 feet to the point of beginning; containing 2.29 acres more or less; the above-described premises being shown on a plan entitled "Plan of Land in Marion, MA, prepared for Iddings Family Trust, December 12, 1988, scale: 1" = 60', Arthur C. Thompson, Inc., Engineers & Surveyors, Marion, MA"; upon such terms and conditions as the Board of Selectmen determines advisable for public access to Washburn Park; and to raise this appropriation, the Treasurer, with the approval of the Board of Selectmen, be authorized to borrow the sum of \$15,000 at one time, or from time to time, upon and pursuant to Chapter 44, Section 7, (Subparagraph 2), of the General Laws, as amended and supplemented, or to take any other enabling authority, and to issue notes or bonds for the Town therefor; subject to voters' approval of an override under the provisions of Chapter 782 of the Acts of 1981, as amended.

Seconded.

Motion to amend by adding after "take by eminent domain": "with the concurrence of the Trustee of the Iddings Family Trust".

Motion to amend carried by voice vote.

Motion for the previous question carried.

Main motion as amended carried:

Yes 109
No 21

Beginning at the north end of a stone wall northerly from Ebenezer Holmes' house thence North 22 degrees west across Loring Dexter's land 9 rods 14 links to Rowland Luce's land thence 29 west 35 rods II links thence North 7 1/2 Degrees West 19 rods 42 links to Noble E. Bates' Land thence continuing the same course 4 rods 8 links to the main road of Sippican to be 30 feet wide and to lay on the Eastern side of said courses.

There are no plans for this layout.

Voted to accept.

Record to be found on page 149, Volume 7, 1819-1834,
Rochester Town Records.

At a meeting of the inhabitants of the Town of Rochester on adjournment from the 2d-Monday in November A. D. 1831 on the seventh day of May A.D. 1832.

EXTENSION OF WATER STREET

Beginning at the southern extremity of Water Street and on the West side thereof and continuing south nineteen degrees and forty-two minutes east forty-four feet across land owned by A. W. Nickerson. Thence same course twenty-five feet across a passway owned by C. P. Howland, G. B. Nye and others.
Said Town way to be forty feet wide.

May 7, 1887.

There are no plans for this layout.

WATER STREET

The westerly line of said Water Street is described as beginning at a point in the northerly line of Main Street, said point being 5.00 feet westerly from the point of beginning of said Main Street as laid out in 1845. Thence south $1^{\circ} 51'$ east 228.00 feet to a drill hole in the sidewalk at the corner of South Street, thence south $8^{\circ} 27'$ east 340.14 feet to a nail in the ground at the property of Alice B. Lovett, thence south $25^{\circ} 30'$ east 448.25 feet to a drill hole in a stone post at the property of Cecil Clark Davis, thence south $16^{\circ} 15'$ east 190.62 feet to a drill hole in a stone in the wall.

The easterly line of this street is parallel with the above described line and 30 feet distant therefrom.

The layout plan is available at the Marion Plan Index.

Accepted March 7, 1932.

Wells Lane

~~WAREHAM STREET~~
(Continuation westerly)

Wells lane

The layout of said street is described as follows:

Beginning at a point in the west line of Front Street 3.35 feet north of a Massachusetts Highway bound set at the intersection of the west line of Front Street and the south line of Wareham Street; thence by a curve to the right, the radius of which is 386.60 feet for a distance of 187.23 feet; thence north $84^{\circ} 03\frac{1}{2}'$ west 211.41 feet; thence by a curve to the left, the radius of which is 288.66 feet, for a distance of 331.92 feet to the east line of Mill Street as laid out by the County Commissioners in 1913.

The above description is the south line of the proposed highway and the north line is parallel to and 40 feet distant from the south line.

Superseded by
state layout #1541

March 2, 1914.

Wells Lane
WARHAM STREET

Wells lane

(Widening between Mill and Front)

Said proposed layout is described as follows:

Beginning at a bound in the west line of Mill Street, bearing N. $59^{\circ} 56' 30''$ W. 20 feet from station 47 plus 63.13 of Massachusetts Highway Commission; thence N. $30^{\circ} 03' 30''$ E. a distance of 50 feet; thence by a curve to the right, the radius of which is 251.50 feet, a distance of 268.72 feet to a bound, which bound bears N. $68^{\circ} 50' 11''$ W. and 73 feet distant from station 51 plus 18.05; thence S. $88^{\circ} 43' 16''$ E. a distance of 433.89 feet to a bound in the west line of Front Street, which bound bears N. $35^{\circ} 33' 30''$ W. and 19.58 feet from station 55 plus 00.93; said widening to be on the southerly side of the above described line, and containing an area of about 7495 square feet. All of the above being shown on a plan accompanying this description, drawn by the Massachusetts Highway Commission and on file in the Town Clerk's office.

The layout plan is available at the Marion Plan Index.

March 1, 1915.

ZORA
ROAD

Article 36 — Voted that the Town accept the layout of a private way leading in a generally westerly direction from Front Street to Converse Road, to be known as Zora Road, as a Town Way and to accept by gift a deed from Joseph S. Zora and Anna M. Zora of certain parcels of land for said roadway bounded and described as follows:

Parcel 1:

SOUTHWESTERLY 40.10 feet by Converse Road;

NORTHWESTERLY 1166.79 feet by lands shown as Lot numbered 1 and Lots numbered 21 to 24 inclusive and Lots numbered 5 to 10 inclusive on "Subdivision of Lot 3, shown on Plan 2910B filed with Certificate of Title No. 239 Registry District of Plymouth County";

NORTHEASTERLY 40.13 feet by land now or formerly of John M. Allen and

SOUTHEASTERLY 1161.46 feet by lands shown as Lot numbered 2 and Lots numbered 11 to 20 inclusive on said Plan. The land is shown on said Plan as a strip 40 feet wide, entitled "Street".

Being a portion of land shown on "Subdivision Plan of Land in Marion, Corse & Tibbetts, Surveyors, August 31, 1959"; also being a portion of the land described in Transfer Certificate of Title No. 17137.

Parcel 2:

SOUTHWESTERLY 40.13 feet by a strip of land marked "Street" as shown on Land Court "Subdivision of Lot 3, shown on Plan 2910B, filed with Certificate of Title, No. 239, Registry District of Plymouth County".

NORTHWESTERLY 141.15 feet by other land formerly of John M. Allen;

NORTHEASTERLY 41.75 feet more or less by Front Street; and 150.67 feet more or less by other land formerly of John M. Allen.

The Southwesterly and Northwesterly boundary lines are shown on said Land Court Plan.

The Northeasterly corner is marked by a concrete bound as shown on said plan, and is located about 108.28 feet southeasterly from the southeast corner of land formerly of Isaac N. Hathaway, measured along the southwesterly side line of Front Street.

Said premises are the same described in a deed from Rosamond A. Howland to Joseph S. Zora and Anna M. Zora dated March 14, 1950, recorded with Plymouth County Registry of Deeds in Book 2084 at Page 498.

Affirmative voice vote. *A.T.M. - MARCH 5, 1962*

The layout plan is
available at the
Marion Plan Index.

Town of Marion
Board of Selectmen
January 30, 1962

LAYOUT

We, the Selectmen of the Town of Marion, having complied with the requirements of law in relation to notifying the owners of land over which we were petitioned to lay out a Town Way, and after hearing the owners, have laid out such Way as a Town Way to be known as Zora Road, which is bounded and described as follows:

PARCEL I:

SOUTHWESTERLY 40.10 feet by Converse Road;
NORTHWESTERLY 1166.79 feet by lands shown as lot numbered 1 and lots numbered 21 to 24 inclusive and lots numbered 5 to 10 inclusive on "Subdivision of Lot 3, shown on Plan 2910B filed with Certificate of Title No. 239 Registry District of Plymouth County";
NORTHEASTERLY 40.13 feet by land now or formerly of John M. Allen; and
SOUTHEASTERLY 1161.46 feet by lands shown as Lot numbered 2 and lots numbered 11 to 20 inclusive on said Plan.

PARCEL II:

SOUTHWESTERLY 40.13 feet by a strip of land marked "Street" as shown on Land Court "Subdivision of Lot 3, shown on Plan 2910B, filed with Certificate of Title No. 239, Registry District of Plymouth County";
NORTHWESTERLY 141.15 feet by other land formerly of John M. Allen;
NORTHEASTERLY 41.75 feet more or less by Front Street; and
SOUTHEASTERLY 150.67 feet more or less by other land formerly of John M. Allen.

A Plan accompanies this description and is made a part thereof:

And we, the Selectmen, respectfully report said way to the Town for its acceptance.

This layout filed with Town Clerk
January 31st, 1962

Herbert E. Ryder
Town Clerk, Marion

Edward A. Briggs
Bartlett E. Carlsberg
Russell Wakepeace
Board of Selectmen

TOWN LINES

(Mattapoisett and Marion)

Beginning at a stone monument near the mouth of Aucoot Creek, thence West two degrees North 204 rods to a stone post standing on the East side of the road at a place called the S. W. Corner of Noah Handy's Wood-lot, thence same course 177 rods 5 feet to a stone monument standing in the Old Precinct Line, thence North thirty-three degrees and fifty-two minutes West (N. 33.52) Three hundred ninety-three rods to a stone monument standing in said Precinct line and near the Solomon Place, thence north eighteen degrees and twenty-five minutes East (18.25) Five hundred and eleven rods and nine feet to a stone monument, the N. E. corner of the town of Mattapoisett.

December 3, 1879

AN ACT TO ESTABLISH A PART OF THE BOUNDARY LINE BETWEEN THE TOWNS OF
WAREHAM AND MARION.

The following described line shall hereafter be the boundary line between the towns of Wareham and Marion, between the points hereinafter specified, to wit:--Beginning at the centre of the east side of Mendell's bridge, at a point bearing south one degree twenty-seven minutes east, true bearing, and twenty-two feet distant from a stone monument standing on the north bank of the Sippican river; thence north one degree twenty-seven minutes west, true bearing, two hundred and thirty-four feet to a granite monument; thence north eight degrees twenty-five minutes east, true bearing, six hundred and seventy-three feet to a granite monument; thence north fourteen degrees thirty-seven minutes east, true bearing, three hundred and sixty-five feet to a granite monument; thence north five degrees fifty-seven minutes east, true bearing, five hundred and six feet to a granite monument; thence north four degrees forty-three minutes west, true bearing, two hundred and seven feet to a granite monument; thence north twenty-one degrees eight minutes west, true bearing, one hundred and seventy-one feet to a granite monument; thence north thirty-one degrees twenty-eight minutes west, true bearing, two hundred and three feet to a granite monument; thence north forty degrees fifty minutes west, true bearing, six hundred and seventy-nine feet to a granite monument; thence north fifty-two degrees five minutes west, true bearing, four hundred and forty-seven feet to a granite monument; thence north twenty-seven degrees fifty-five minutes west, true bearing, seven hundred and eighty-eight feet to a granite monument; thence north seventeen degrees fifty minutes west, true bearing, seven hundred and seven feet to a granite monument; thence south seventy-two degrees ten minutes west, true bearing, forty feet across the Plymouth county road, so-called, to a granite monument; thence north seventeen degrees fifty minutes west, true bearing, on the westerly line of said road, eight hundred and fifty-five feet to a granite monument; thence north twenty degrees three minutes west, true bearing, five hundred and thirty-eight feet to a granite monument; thence north three degrees thirty-three minutes west, true bearing, five hundred feet to a granite monument; thence north four degrees nine minutes east, true bearing, three hundred feet to a granite monument; thence north eighteen degrees six minutes east, true bearing

(Continued)

four hundred and seventy-five feet to a granite monument; thence north thirteen degrees thirty-four minutes east, true bearing, four hundred and seventy-three feet to a granite monument; thence north one degree fourteen minutes east, true bearing, five hundred and seventy-six feet to a granite monument; thence north five degrees four minutes east, true bearing, six hundred and fifty feet to a granite monument; thence north eighteen degrees thirty-one minutes east, true bearing, twelve hundred and twenty-two feet to a granite monument standing at the corner of the towns of Marion, Rochester and Wareham.

All acts and parts of acts inconsistent herewith are hereby repealed.

This act shall take effect upon its passage.

Approved March 1, 1909.

This was superseded in 1939.

The 1939 plans can be found at the Registry of Deeds in Plan Book 11, pages 140-148.

PERAMBULATION OF TOWN LINES BETWEEN ROCHESTER AND MARION

Commencing at a stone monument in Wareham line, being the first corner mentioned in the division of those towns. Thence north twenty-three degrees west forty-one rods to a stone monument. Thence South fifty-one and one half degrees west one hundred and sixty-nine rods to a stone monument near Mary's Pond. Thence South seventeen degrees west one hundred and fifty-six rods to a stone monument. Thence south sixteen and one half degrees east sixty rods to a stone monument. Thence south sixty-five degrees west one hundred and fifty-three rods to a stone monument. Thence south fifteen and one half degrees west one hundred and eighty-six rods to the mill pond. Next course not run. Old course south twenty-eight and one half degrees east fifty-nine rods and nine feet to Daggett's Brook. Thence up said brook to a stone monument at Parlow's Bridge (so called) thence south eighteen and one half degrees west four hundred and three rods to a stone monument the corner of the towns of Rochester, Marion and Northapoisett.

December 14, 1859

LAYOUT OF PIPE LINE IN WATERS' PRIVATE WAY

Beginning at a stone bound at the north line of Lewis Street in said Marion, and at the southeast corner of land of B. E. Waters, thence north by said Waters' land 271-6 feet to a stone wall at land of heirs of Ellen D. Gillespie, said point being distant 90 feet east from the northwest corner of said Waters' land, and the southwest corner of said Gillespie's land, thence north by said Gillespie's land 145 feet to Allen Street, thence easterly by said Allen Street 20 feet to land of Martha C. Breckham, thence south by said Breckham's land, about 145 feet to a point 110 feet east from the south west corner of said Gillespie's land, thence in the same course and 20 feet from and parallel with the first described line to Lewis Street thence south 82° west by said Lewis Street 20 and $\frac{2}{10}$ feet to the stone bound at the point of beginning.

April 2, 1906.

PIPE LINE TO FILTER BEDS

Marion, Mass. March 16, 1906.

In pursuance of our duties under the laws of Massachusetts for the laying out of main drains and common sewers and subject to the acceptance and allowance by the town at a public meeting of the inhabitants we have -- resolved that the public convenience and public health require that a sewer or pipe line be laid from a point near the southwest corner of the Town Hall lot thence in a westerly direction to and across Spring Street about 170 feet to a point near the northeast corner of Phebe Everest's land. Thence westerly about 420 feet to the northwest corner of said Everest's land. Thence southwesterly about 650 feet to and across Mill Street, thence in a westerly direction about 1800 feet to the land of Hillier Brothers. All of the land through which it is proposed to lay said sewer or pipe line belonging to the heirs of Barnabas Holmes.

Said layout is described more particularly as follows:

The north line is described. Beginning at a point near the southwest corner of the Town Hall lot marked by a stake, thence south 46° west 110 feet across Spring Street, thence north 89½° west 450 feet, thence south 58½° west 620 feet across Mill Street, thence south 75° west 1527 feet, thence south 67° west 280 feet to the land of Hillier Brothers. Said layout to be twenty (20) feet wide, the south line being parallel with the north line and 20 feet distant therefrom, and whereas due notice has been given of the intention of this board to take said land for the purpose aforesaid, it is therefore ordered that the land before described be and the same is hereby taken and laid out for sewer purposes in accordance with the accompanying plan made by Coffin and Thorpe and dated March 5, 1906 and deposited in the office of the Town Clerk. That this board doth adjudge the damages to the property parts of which are taken as above as follows: Heirs of Barnabas Holmes land taken, damages to walls, fences, trees etc. \$400, and that all persons or parties owners of land in line of said layout remove and take away any and all buildings, fences, walls or trees from the land so taken within ten days after the acceptance and allowance of these acts by the town.

Benjamin E. Waters	}	Sewer Commissioners of Marion, Mass.
George F. Richards		
William A. Andrew		

Accepted by the town
April 2, 1906

J. H. DeLong
Town Clerk

ROAD TO FILTER BEDS - WESTERLY FROM MILL STREET (EMINENT DOMAIN)

Ref: Article 35, Annual Town Meeting, March 7th, 1961

Voted: That the Town take by eminent domain and accept as a Town Way land from Mill Street, in Marion, Massachusetts, westerly to the filter beds, bounded and described as follows:

Beginning at a concrete bound in the westerly line of Mill Street, said bound being south 5 degrees 44 minutes 13 seconds east 259.40 feet from a Massachusetts Highway Bound; thence south 5 degrees 44 minutes 13 seconds east by the westerly line of the said Mill Street 86.14 feet to a drill hole, said drill hole being north 5 degrees 44 minutes 13 seconds west 201.68 feet from a Massachusetts Highway Bound; thence northerly and northwesterly by a curved line deflecting to the left by land now or formerly of Harvey E. Weir, Trustee, said curve having a radius of 20.00 feet and a length of 18.62 feet measured on the arc; thence south 80 degrees 44 minutes 25 seconds west by the last named land 30.46 feet; thence south 62 degrees 30 minutes 18 seconds west by the last named land 323.54 feet; thence south 9 degrees 42 minutes 25 seconds east by last named land 42.30 feet; thence south 84 degrees 18 minutes 25 seconds west by land now or formerly of Romey and Mildred Davis 108.45 feet; thence south 62 degrees 30 minutes 18 seconds west by last named land and land of the Heirs of Barnabas Holmes 1018.14 feet to a concrete bound; thence south 52 degrees 51 minutes 17 seconds west by last named land 285.70 feet to a concrete bound; thence north 24 degrees 45 minutes 05 seconds west by land of the Town of Marion 20.48 feet to a concrete bound; thence north 24 degrees 02 minutes 55 seconds west by last named land 14.14 feet; thence south 53 degrees 20 minutes 56 seconds west by said last named land 392.37 feet to a stone bound; thence north 41 degrees 03 minutes 40 seconds west by said last named land 2.85 feet; thence north 52 degrees 51 minutes 17 seconds east by land now or formerly of Hiller Bros. 394.00 feet; thence on the same course by land now or formerly of the Heirs of Barnabas Holmes 280.03 feet to a concrete bound; thence north 62 degrees 30 minutes 18 seconds east by said last named land 614.76 feet to a concrete bound; thence on the same course by the said last named land 277.65 feet; thence north 5 degrees 41 minutes 35 seconds west by said last named land 10.80 feet; thence north 84 degrees 18 minutes 25 seconds east by said last named land 27.01 feet; thence north 62 degrees 30 minutes 18 seconds east by said last named land,

by land now or formerly of Harvey E. Weir, Trustee, and land now or formerly of Maurice J. Twomey et ux 580.98 feet; thence northeasterly and northerly by curved line deflecting to the left by said last named land, said curve having a radius of 20.00 feet and a length of 23.82 feet measured on the arc to the point of beginning.

TAKINGS

Town of Marion

Miriam G. Fisher		4,708 sq. ft., more or less
Harvey E. Weir, Trustee		10,298 sq. ft., more or less
Harvey E. Weir)	
Georgianna H. Crapo)	
Bertha L. Bethel)	----- One Acre
John E. Bethel)	12,151 sq. ft., more or less
Henderson H. Luce)	
Romey & Mildred Davis		3,629 sq. ft., more or less
Edith B. Hiller)	
Howard B. Hiller)	
Elwood Hiller)	----- 1,783 sq. ft., more or less
Lewis K. Hiller)	

and that the sum of \$ 1,000.00 be raised and appropriated for this purpose.

Article 25 - Voted that the Town take by eminent domain and accept as a Town Way land from Mill Street, in Marion, Massachusetts, westerly to the filter beds, bounded and described as follows:

Beginning at a concrete bound in the westerly line of Mill Street, said bound being South 5 degrees 44 minutes 13 seconds East 259.40 feet from a Massachusetts Highway Bound; thence South 5 degrees 44 minutes 13 seconds East by the westerly line of the said Mill Street 86.14 feet to a drill hole, said drill hole being North 5 degrees 44 minutes 13 seconds West 201.68 feet from a Massachusetts Highway Bound; thence northerly and northwesterly by a curved line deflecting to the left by land now or formerly of Harvey E. Weir, Trustee, said curve having a radius of 20.00 feet and a length of 18.62 feet measured on the arc; thence South 80 degrees 44 minutes 25 seconds West by the last named land 30.46 feet; thence South 62 degrees 30 minutes 18 seconds West by the last named land 323.54 feet; thence South 9 degrees 42 minutes 25 seconds East by last named land 42.30 feet; thence South 84 degrees 18 minutes 25 seconds West by land now or formerly of Romey and Mildred Davis 108.45 feet; thence South 62 degrees 30 minutes 18 seconds West by last named land and land of the Heirs of Barnabas Holmes 1018.14 feet to a concrete bound; thence South 52 degrees 51 minutes 17 seconds West by last named land 285.70 feet to a concrete bound; thence North 24 degrees 45 minutes 05 seconds West by land of the Town of Marion 20.48 feet to a concrete bound; thence north 24 degrees, 02 minutes 55 seconds West by last named land 14.14 feet; thence South 53 degreee 20 minutes 56 seconds West by said last named land 392.37 feet to a stone bound; thence North 41 degrees 03 minutes 40 seconds West by said last named land 2.85 feet; thence North 52 degrees 51 minutes 17 seconds East by land now or formerly of Hiller Bros. 394.00 feet; thence on the same course by land now or formerly of the Heirs of Barnabas Holmes 280.03 feet to a concrete bound; thence North 62 degrees 30 minutes 18 seconds East by said last named land 614.76 feet to a concrete bound; thence on the same course by the said last named land 277.65 feet; thence North 5 degrees 41 minutes 35 seconds West by said last named land 10.80 feet; thence North 84 degrees 18 minutes 25 seconds East by said last named land 27.01 feet; thence North 62 degrees 30 minutes 18 seconds East by said last named land, by land now or formerly of Harvey E. Weir Trustee, and land now or formerly of Maurice J. Twomey et ux 580.98 feet; thence northeasterly and northerly by curved line deflecting to the left by last named land, said curve having a radius of 20.00 feet and a length of 23.82 feet measured on the arc to the point of beginning.

Takings:

Town of Marion

Miriam G. Fisher	4,708 sq. ft., more or less
Harvey E. Weir, Trustee	10,298 sq. ft., more or less
Harvey E. Weir)	
Georgianna H. Crapo)	
Bertha L. Bethel)	One Acre
John E. Bethel)	12,151 sq. ft., more or less
Henderson H. Luce)	
Romey and Mildred Davis	3,629 sq. ft., more or less
Edith B. Hiller)	
Howard B. Hiller)	
Elwood Hiller)	1,783 sq. ft., more or less
Lewis K. Hiller)	

and that the sum of \$ 1,000.00 be raised and appropriated for this purpose.

Note: a 2/3 Vote Required. Votes in the Affirmative 161
Votes in the Negative None