

MCNULTY COUNTY

ENGINEERS DEPT.

157

157

F.B. 157

COUNTY OF NORFOLK
ENGINEERING DEPT.
649 HIGH STREET
DEDHAM, MA 02026

1-781-461-6129

Inst.

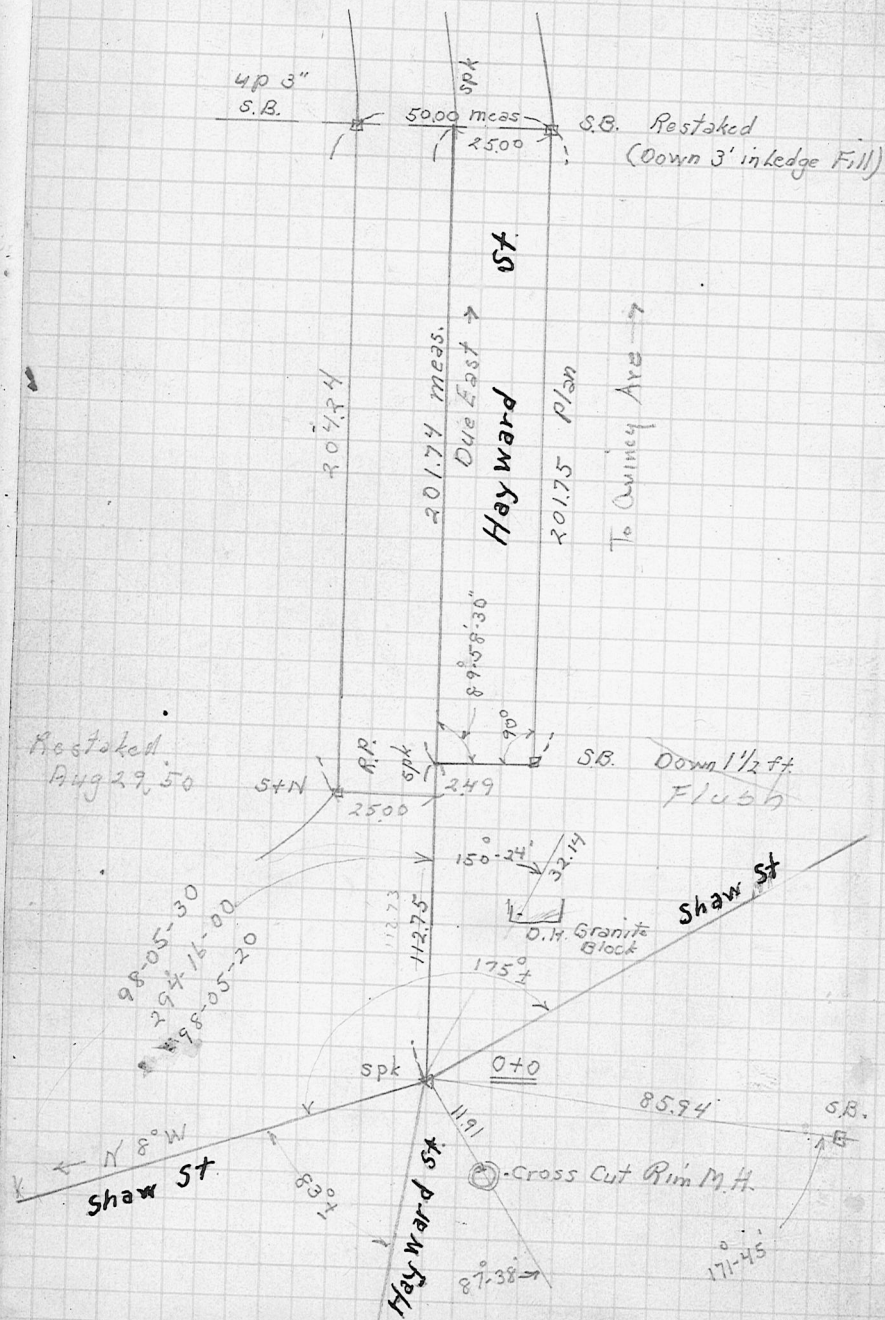
Tape

Wthr & Temp.

Date

Crew 1
157

2/157 Survey Traverse Shaw St



Braintree

July 12, 1950 3
157

Howard St.

15+19.60

See N.B. 156

1037.60
20
1037.80
487.80
1519.60

spk

N 12-30 W

1037.80

spk

Dewey Rd.

189.87

4781.80

spk

33°-24'

33.84

80°-28'-30"

51.28

spk 16° E

400.2

135°-13'-30"

spk 16° E

175-44-30
167-14
175-44-40

4817.2
.08
481.80

N 8 W

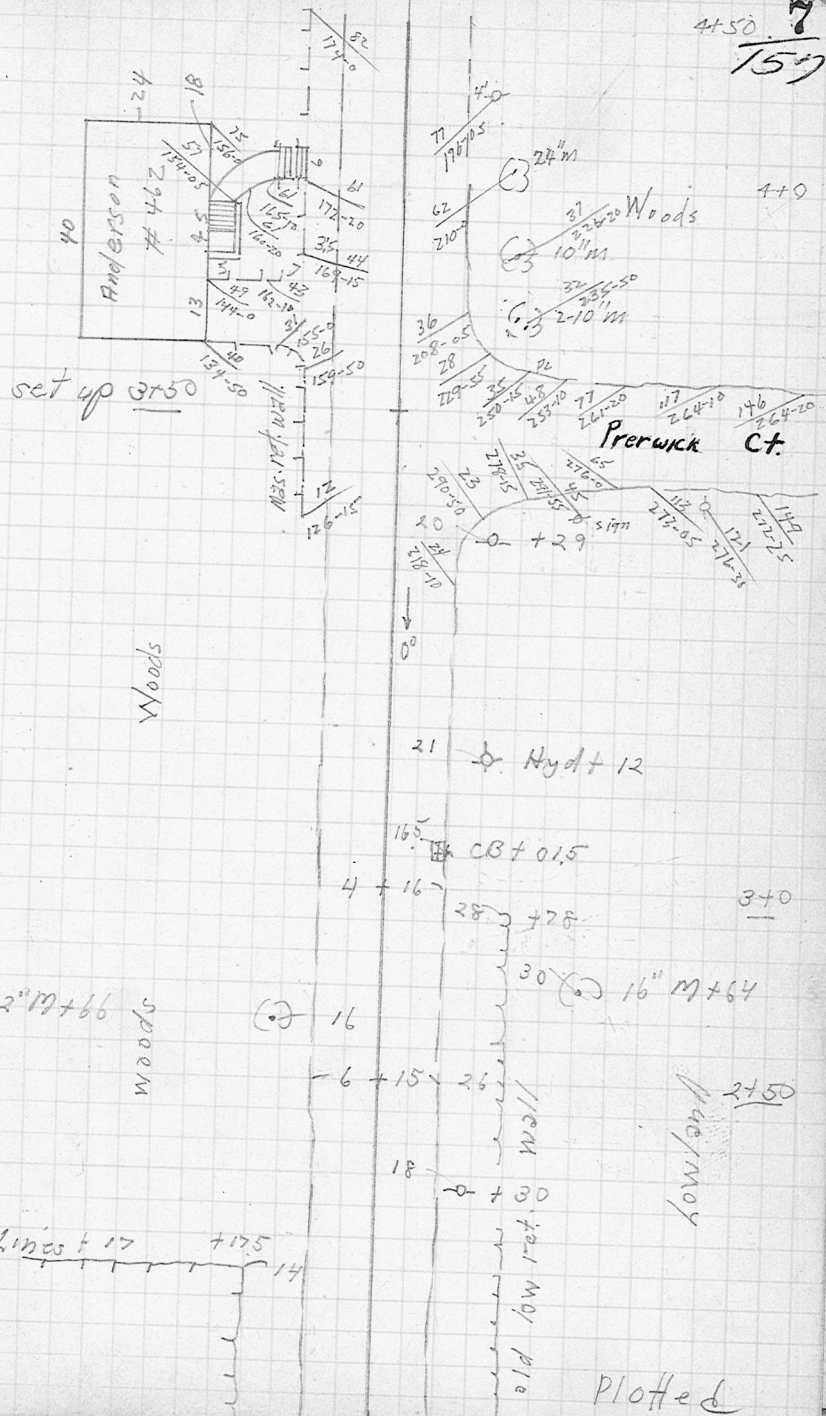
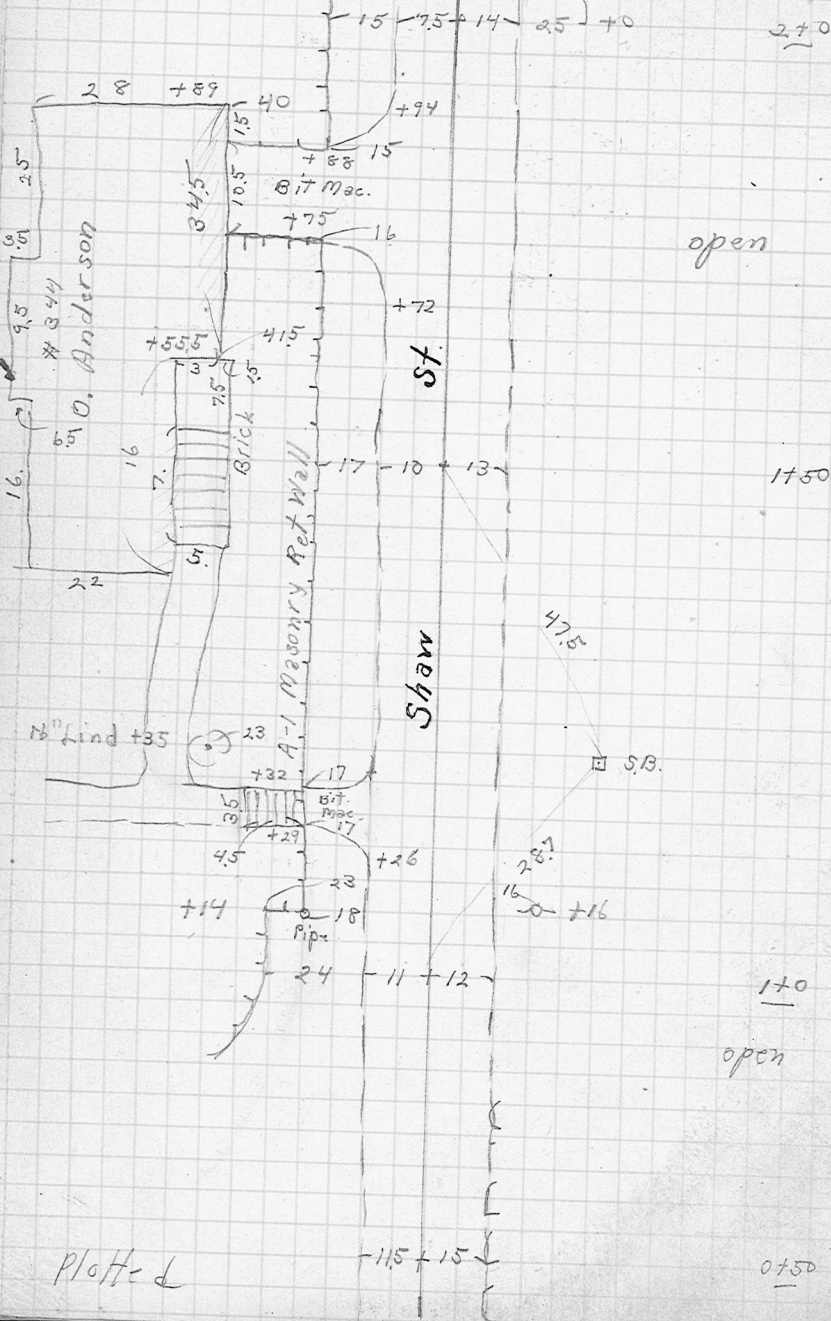
481.80

0+0

$$\begin{array}{r} 5 \\ \hline 157 \end{array}$$

6
157

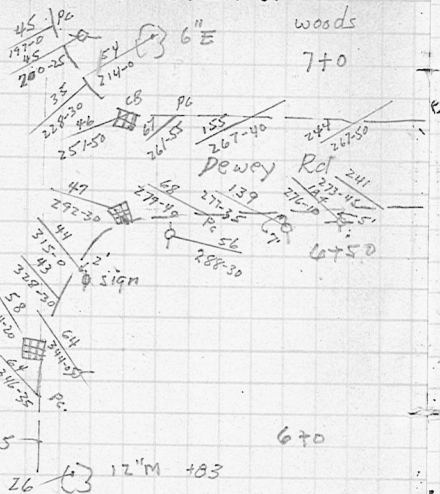
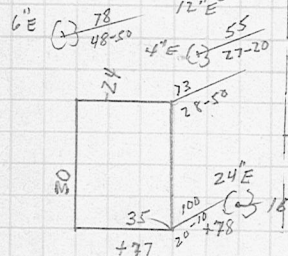
Survey Shaw St. Braintree



8/15/7

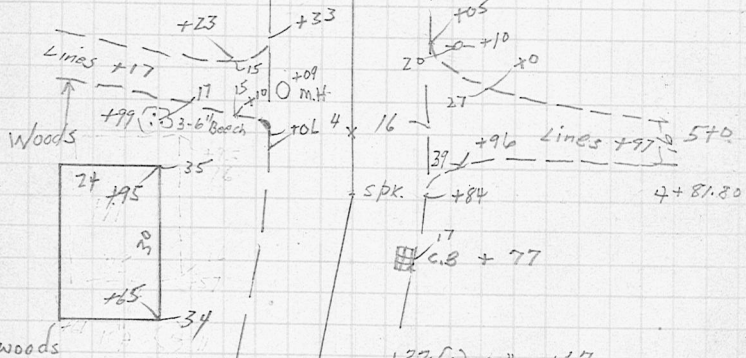
Survey Shaw St. Braintree

set up
6+71.67



4 x 16
5+50

34 30"E +48



+51 6" beach (3) 20

+45 4" beach (3) 22

Plotted

33 20"E +67

31 2-8"E +56

32 12"E +45

Woods

4+50

+47 3-6" will (3) 26
+29 3-6" (3) 14
+20 30" will (3) 22
+20 10"E (3) 14

Swamp

+85 36" will (3) 20
+74 14"E (3) 20
+63 16"E (3) 20

Swamp

+45 10" m (3) 21
+38 12" m (3) 18
+34 12" m (3) 18
+29 12"E (3) 18
+25 12"E (3) 20

+02 16" m (3) 18

+72 20" m (3) 18
+68 16" m (3) 24
+61 24"E (3) 25

+55 2-16" m (3) 15

lines +46 (3) 49
+32 (3) 11
24"E
lines +23

Plotted

9/15/7

Gate
33" sign +40
+37

9 1+22 +15
60 63 lines +11

20 1+99
58 59 lines +74
+76 18 speakers
+71

8+50

12 1+23

8+0

31 2+77
+68 wire fence
lines +68

32 2-20"E +61

7+50

25 20"E +46

7+0

6+71.67

Dewey Rd.

10
15730" A (3) 24
10" M +40 (3) 23

shaw st.

Drive-In

Braintree

11
157

13+50

ed woods

+31 12" M (3) 22

+26 14" M (3) 27

+13 2-8" M (3) 24

+06 10" M (3) 24

swamp
+ woods

+28 13 x 3 15 50% speakers 11+0

+87 20" M (3) 26

+25 12 x 4 16 18 +63

+45 willow 5-2" (3) 22

+22 22 3 1/2" conc. pipe iron 7 +40 +31

+27 18 +28 2 1/2" conc. 18

+17 6"E (3) 17

+10 12"E (3) 15

21 11 6 17

+95 6"E (3) 14

+89 10"E (3) 14

swamp

+76 12"E (3) 13

+76 36"E (3) 17

+67 8" M (3) 16

+63 6"E (3) 18

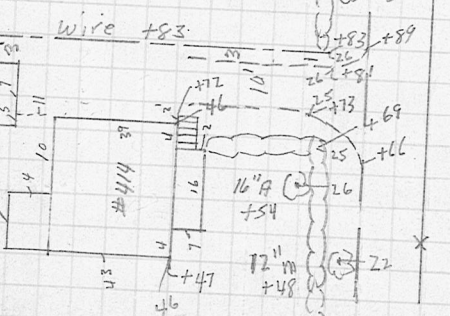
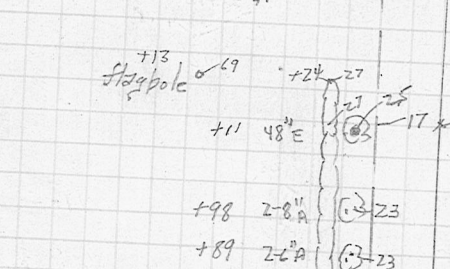
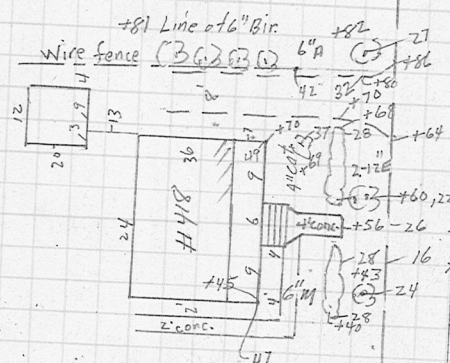
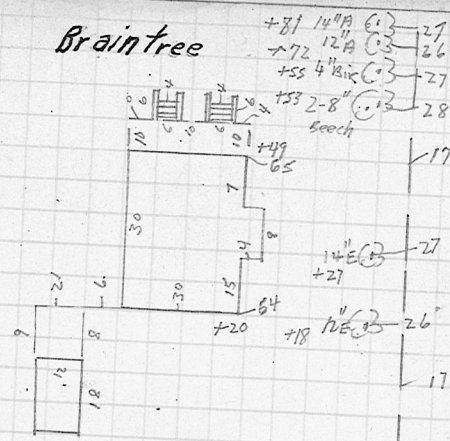
Plot H-6

+26 x 11 x 3

Gate

lines +54

9+50



4-0 +82

0-13

16-0 +33

60' 1/2" speakers 13+0

17 x 0-13

12 (3) 36"E +94

5-0 +91

12+50

12 (3) 2-12" M +30

12+0

18-0 +96

16 (3) 12"E +89

17 (3) 20"E +64

6-0 +60

(3) 20"E +55

11+50

Plot H-6

Bd. Location on Hayward & Shaw St 13
 Braintree Aug. 29, 1950 159
 Braintree Aug 29, 50

14/157 Bd. Locations Hayward St. Braintree
Hillcrest Rd. West Rd. Pierce
Yeager
Calle

Hayward St. Braintree

Pierce

Yeager
Calle

Calle/2

Hillcrest Hi Rd.

bottle. 1st. skin.

Fairmount Ave
Fairmount Ave

Fairmont Ave

$$\begin{array}{r} 152^{\circ} 25' \\ 97^{\circ} 15' \\ \hline 152^{\circ} 25' - 00'' \end{array}$$

97-15

$$152^{\circ} 25' 00''$$

75-13-00

225-40

75-13-20

48/80

shaw st.

Page 2. o + o

P.O.A.

Detail Hayward St at Fairmount Ave. 15
157

157

 $2-8''M$

Woods

Fairmount.

cultivated

P.H.

16
157

Add. Detail Hayward St. at Shaw St.

Inst.

Tape

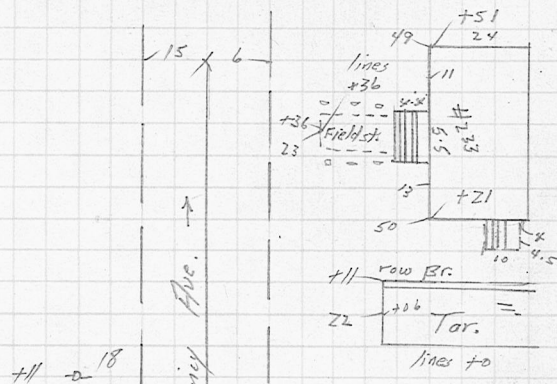
Wthr & Temp.

Date

Crew

17
157

2+50

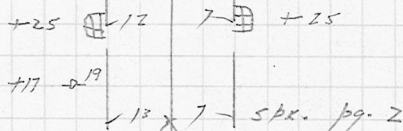


2+0

Open 4' lower

1+50

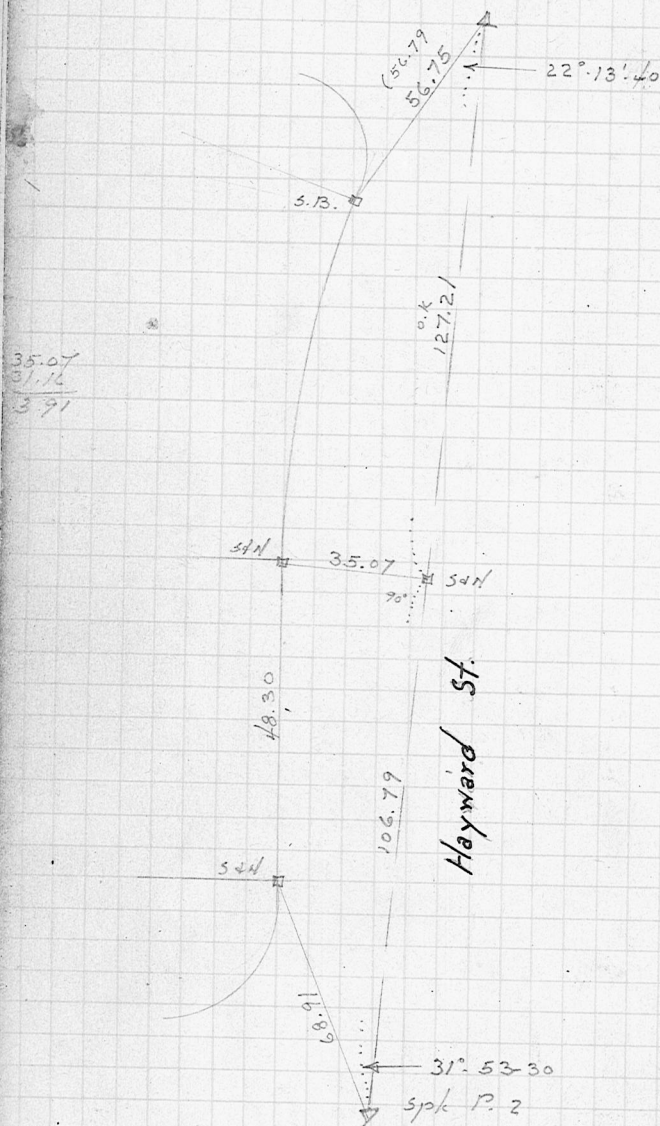
3' lower



P.O.H.

18/ Shaw St Braintree
157

Fairmount Ave



35.07
31.16
3.91

46.76
60.03
106.79

17.76
50.93
68.69
61.07
7.61
68.68
23
68.91

Shaw

51

19
157



20 Hayward St

157

56.44	121.20	94.92
64.62	121.06	114
121.06	121.06	95.06

Fairmount Ave.

D.H. Hedge outcrop.

14.35
5.8
35.12
10.97
97.45-45
24.20
5.8
25.54
12.28

94.92
(95.06 Meas.)
June 1953

Call 121.02
121.06

70° 57' 10"
212° 52'
70° 57' 20"
Call 70° 57' 15"

Tack in lead in hedge

Shaw St

Braintree

Nov. 1950 21
157

Hillcrest Rd.

Tack Under Corner

spl 10" oak
spl 12" oak
spl 13" oak
spl 18" oak
29.83
5.8.23.59
24.99
108.17 Plan
19.10
75.65
195.68
106.56
26.16
5.8.13
345.28
25.00
25.00
25.00
9.60

Hayward St.

195.68

13° 07' 34" O.K.
825
94.92

94.92
19.27
75.65

Corner Wood at Brick Platform #184

D.H. Comp.

X Cut in hedge

22 Hayward St. 57

Braintree Nov. 1950

Shaw St Braintree Old Lot Corners Mar. 1951 23
157

25 25.00
195.68
Hayward St.

177° 24
172° 12
177° 24
Call 177° 22-45

Mod spk 6" spruce

Δ = 5° 14-30
R = 3775
Ch = 345.23

Hobart St.

345.39
345.26

Call 345.23
345.26

Hayward St

177° 22-30
172° 08
177° 22-40
Call 177-22-45

Spk

Call 177-22-45
177-22-45
177-22-45

25.

Iron Pipe

70° 42-20
28.16

Spk P26

Mark

86.72
208.25

Iron Pipe

19° 11-30
36.08

21.88

Spk P26

Dewey Rd.

170.63

40.00

Spk P25

To Quincy
Shaw St

105

15.48

197.45

499.80

11

115

26° 0

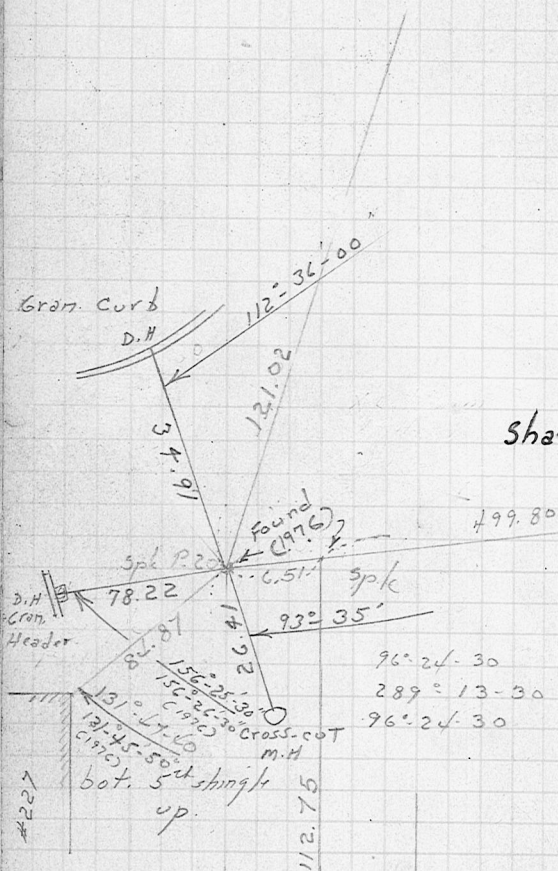
59° 30

Iron Pipe 25.97
53° 17

State Tack (8-)

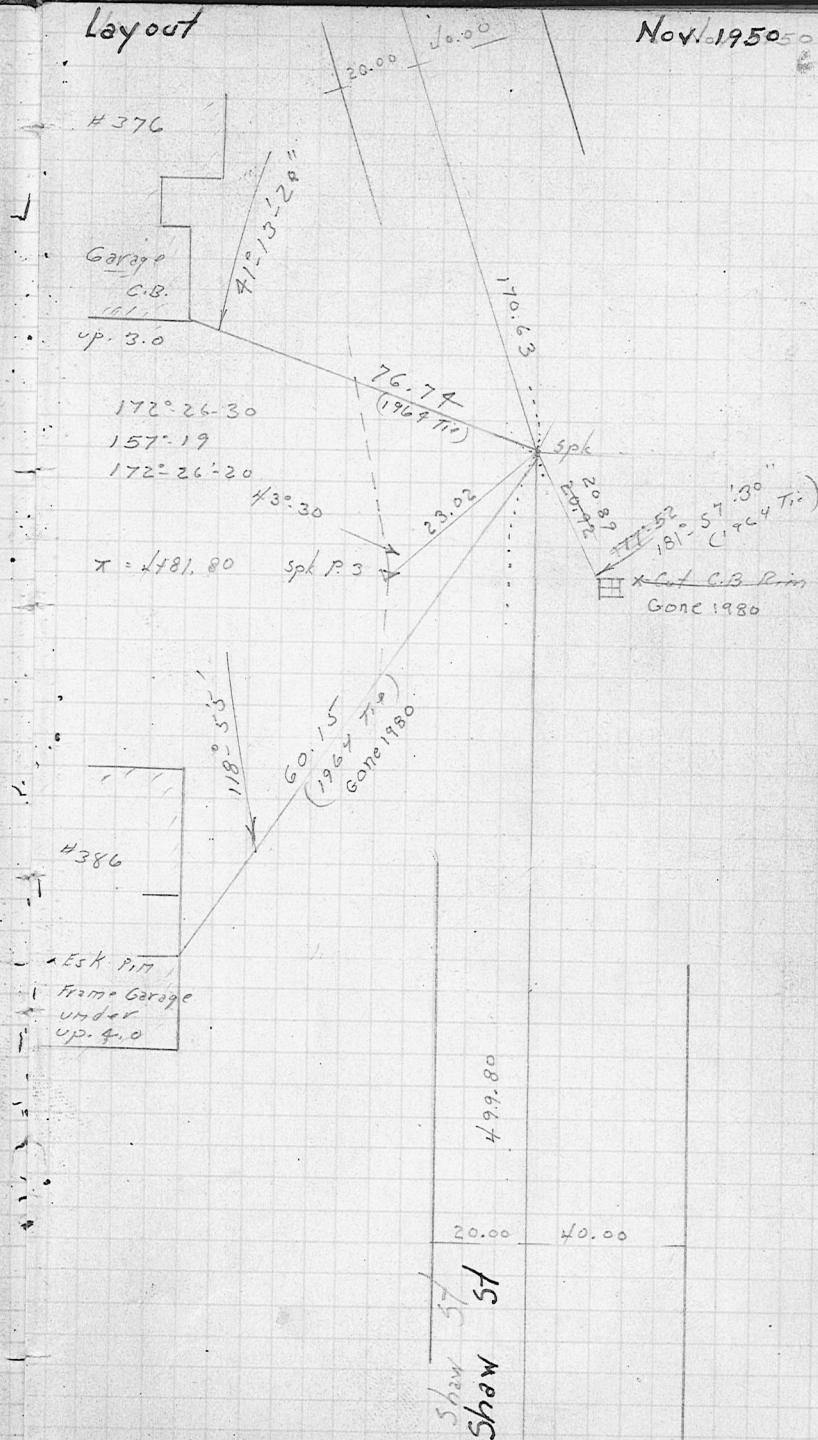
Layout

Nov. 1950 $\frac{25}{157}$



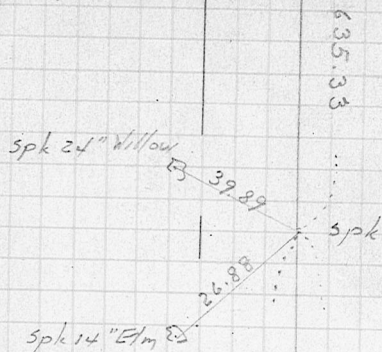
Shaw St

T. Braintree Sq →
Hayward St.



26 Shaw St
157

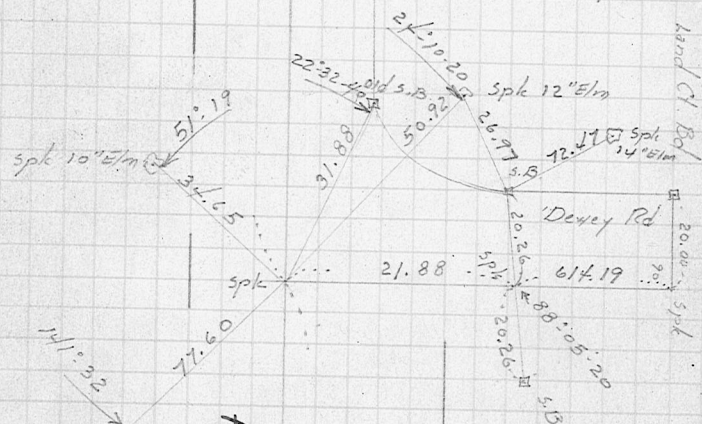
Braintree



55.59
56.69
501.97
614.25
614.19

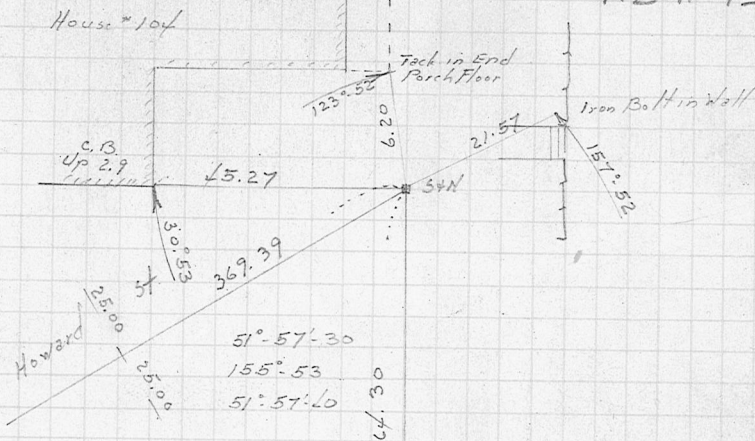
170.65
170.63

378.82
170.63
208.25

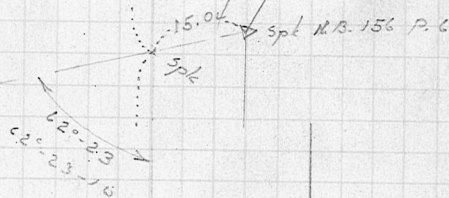


Layout (For Howard St
See N.B. 156 P. 47)

Nov. 1950
27
NB # 157157



Howard St
T.A.



635.33

Shaw St

Shaw

20.00 40.00

28

Inst.

Tape

Wthr & Temp.

Date

Crew

157

Inst.

Tape

Wthr & Temp.

Date

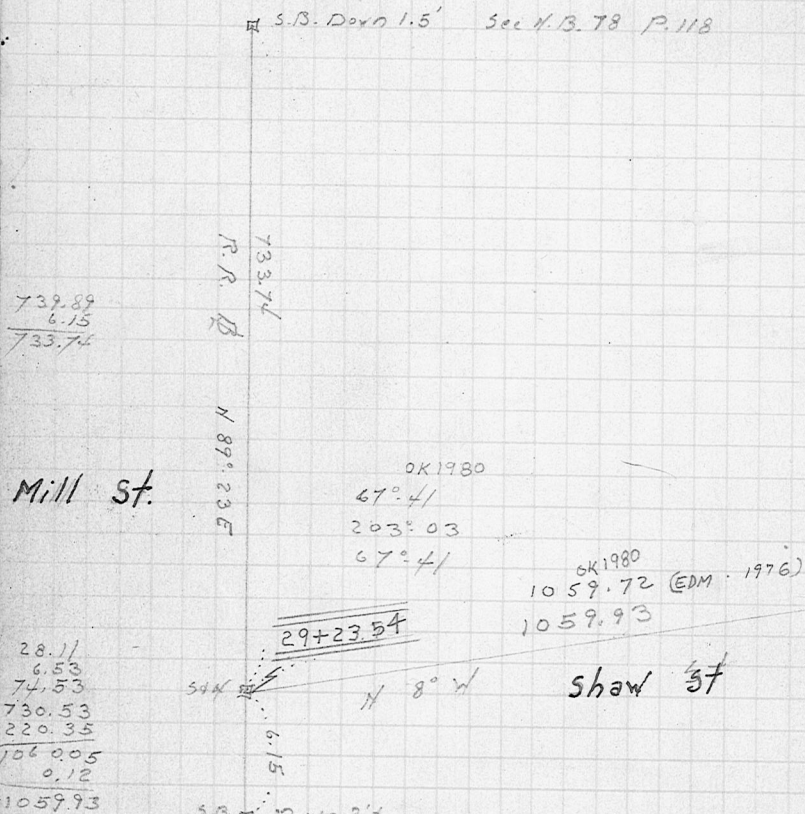
Crew

29

157

30/157 Shaw St Braintree Feb. 1951
 Traverse to Connect R.R. at Mill St to Shaw St. layout at Hayward St.

31/157

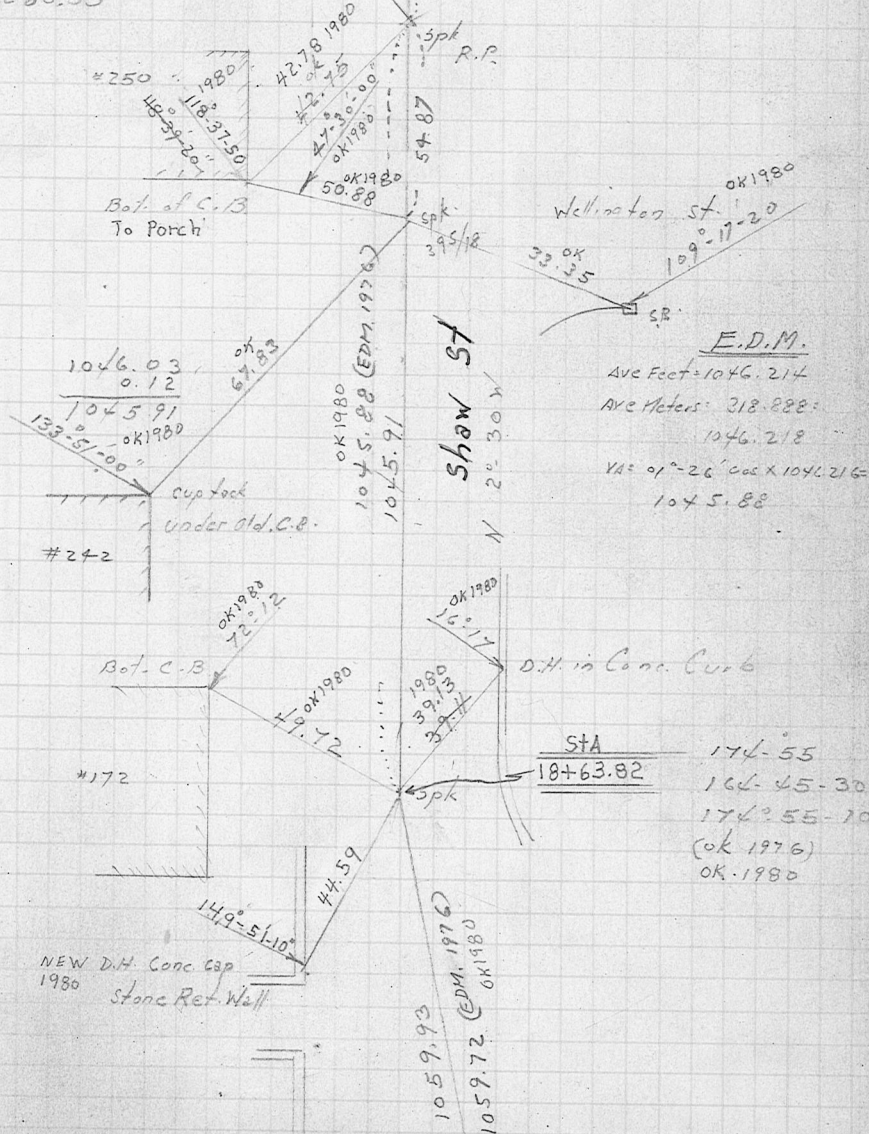
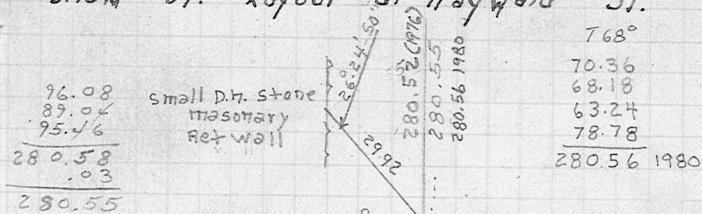


E.D.M.

Date: 3/15/76 Bar 30.25 Temp: 50° off #113
 P.P.M. #17 Filter ND1.0 Single Glass Refl.

Ave Feet = 1060.16 Ave Meters = 323.142
 1960.175

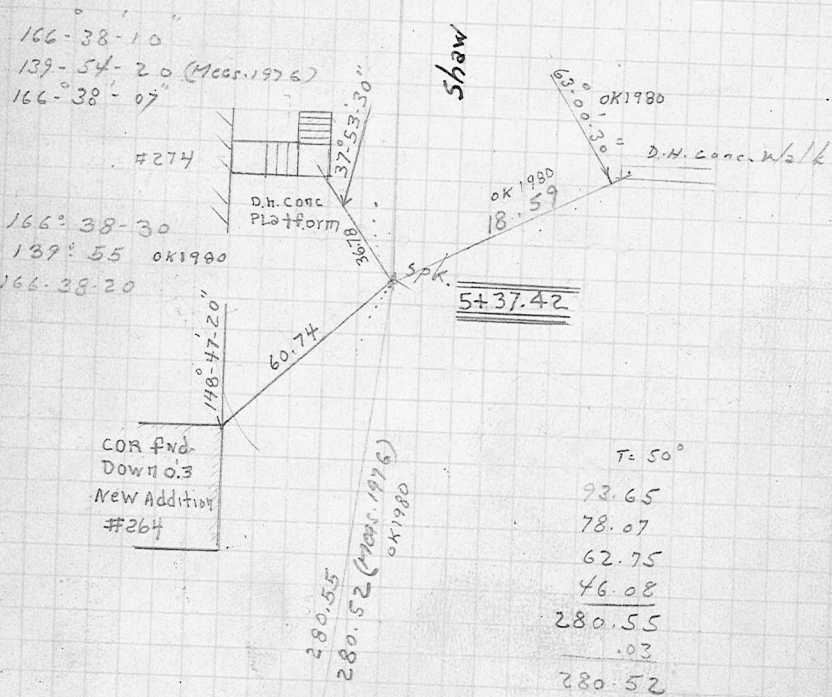
VA = 1° 40' Cos. X 1060.168 = 1059.72



157

SHAW ST

BRAUNTREE

$$\begin{array}{r} 33 \\ \hline 157 \end{array}$$


T 68°

$$\begin{array}{r} 85.09 \\ 82.60 \\ 82.51 \\ 89.69 \\ 98.34 \\ 99.15 \\ \hline 537.38 \end{array}$$

36

Shaw St Braintree

Bench Marks

Feb. 1951

Cue 37

157

Sta	T	H.I.	-	Elev		
2+30 R.16	8.95	23.26		14.31	Chisel S/N.B. 111 P.158	
	11.22	32.64	1.83	21.43 (21.42)	R.O.C. Bot Conc. Step	Old Colony Gas Bldg on Allen St N.B. 111 P.158
	11.07	43.05	0.66	31.98	Cor Conc. Curb	Sly. of House "136"
	10.47	52.70	0.82	42.23	" " at	Drive front of "142"
	10.91	63.37	0.24	52.46 52.47	R.O.C. Bot. Conc	Step at Side Walk front of "152"
	10.61	73.28	0.70	62.67	Tack Pole	
	7.77	80.85	0.20	73.08	Tack Pole *25	
	8.63	88.54	0.94	79.91 79.93	N.W. Corn. S.B. at	Cotton Ave
	0.06	80.67	7.91	80.63 80.65	R.O.C. Bot. Conc	Step Ho. *255 (At Side Walk
	0.29	70.12	10.84	69.83 69.85	End Conc. Side Walk	at Store on Corner Somerville Ave
	0.56	59.05	11.63	58.49 58.51	Tack in Pole front	of Ho. "285"
	0.64	48.66	11.03	48.02 48.04	Tack pole 38	
			2.61	46.05 46.08	L.O.C. Bot. Conc	Steps Ho. *320
	3.10	47.06	4.70	43.96 43.99	N.E. Cor. P.C. Board	at Stone Ref Wall S.W. Corner Shaw & Hayward St
15704 R.36	1.20	42.36	5.90	41.16 41.19	R.O.C. Top Conc. Step	Ho. *344 Shaw St
13+22 L.2	0.66	34.47	8.55	33.81 33.84	Spindle Hyd at	Berwick St.
			7.49	26.78 26.81	L.O.C. Bot. Conc	Step House *376
9+72 R.55			8.33	26.14 26.17	R.O.C. "	" *382
2+12 R.54	1.19	26.04	9.62	24.85 24.89	L.O.C. Second Conc	Step from Bottom Ho. *388
	5.15	22.23	8.96	17.08	T.P. Stone	
5+15 R.55			3.20	19.03 19.07	Hor. Spk 20" Bld	(Shaw St)
	11.45	30.04	3.64	18.59	T.P. Stone	
10+98 R.24			2.60	27.44 27.48	Hor. Spk 24" Buttonwood	(Howard St)
	0.65	19.77	10.92	19.12	T.P. Stone	
4+45 L.98	4.44	17.98	6.23	13.54 13.59	Chisel Sp. on Conc	Cap at Drain M.H. over Brook
247 H.25	4.67	15.90	6.75	11.23	Hor. Spk 20" Elm	
0+85 R.152			0.18	15.72 15.76	Chisel Sp. in	Ledge
0+01 R.22			4.63	11.27 (11.33)	M.G.S. CR4 Chisel	Sp. on Town Bd line Stone (Bound slightly Tipped
10+98 R.24	1.00	28.48		27.48	Hor. Spk 24" Buttonwood	(Howard St)
13+44 H.28			3.05	25.43	R.O.C. Bot. Conc.	Step Ho. *77
13+94 L.30			2.74	25.74	R.O.C. "	" *73
15+40 R.26	11.55	39.12	0.91	27.57	R.O.C. (2nd Conc	Step from Bot. Ho. *64 Howard St
16+13 R.33			11.85	27.27	L.O.C. Bot. Conc	Step Ho. *58 Howard St
			3.83	35.29	S.E. Cor Conc	Bound Nly Side Howard Court 100'± Wly from Howard St
	11.99	50.21	0.90	38.22	T.P. Stone	in Road
	11.06	60.03	1.24	48.97	"	
19+27 H.27			3.86	56.17	Chisel Sp. in	Ledge Ely side Howard St (Sta +10' from x-Cut
T.P.	11.52	70.70	0.85	59.18	R.O.C. Conc Wall	Ho. *27 Howard St
	11.21	81.47	0.44	70.26	T.P. Stone	
22+93 L.50			3.22	78.25	L.O.C. Top Conc.	Step Ho. S. Ely Cor Howard & Hayward Sts (Side Door on Howard St)

May 1951

Hayward St.

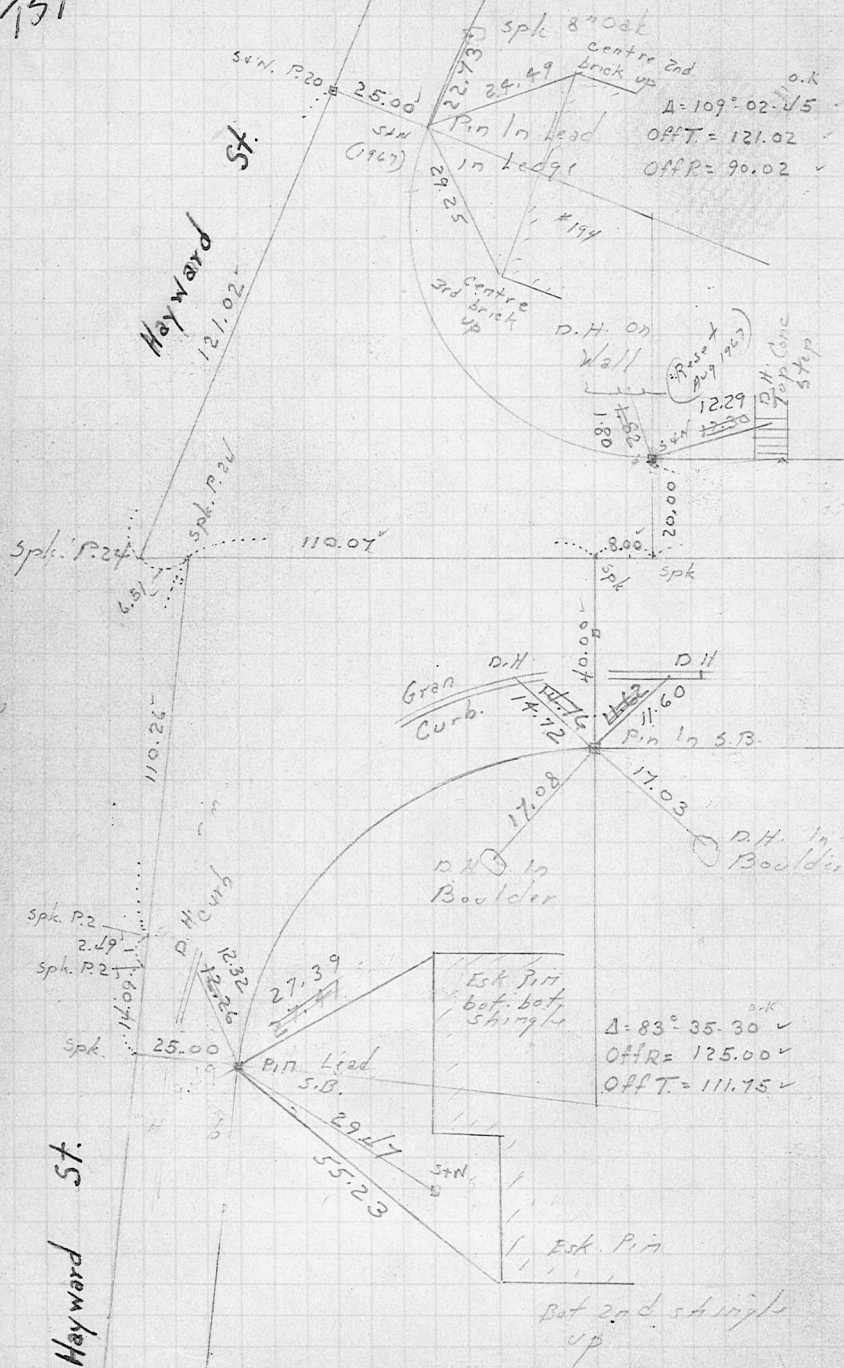
	81.47		
0.17	71.73	2.44	79.03
1.10	65.80	9.91	71.56
1.10	58.08	7.03	44.70
4.09	51.69	8.82	56.98
		10.48	47.60
		10.54	41.15
			41.19

Chisel Sq. on Conc
T.P. End Conc. Curb
T.P. Stone at Variety
Spindle Hyd. front
T.P. Stone
R.O.C. Top Conc Step

Curb S.W. Corner Hayward & M. Bowditch St (P.C. Curb at Driveway St)
front of Ho. #129 Hayward St
Store
of #180 Hayward St
Ho #344 Shaw St (P. 36)

40/159 Shaw St

Braintree



layout

Mar. 1951

41
157

201.47 ✓

261.47[✓] o.k show 5t.

269.47✓

$$\begin{array}{r} 11026 \\ 249 \\ \hline 1409 \\ \hline 126.84 \end{array}$$

Ho. # 104

Tack Under

38.65

12.94

10.99

14.36

1.51

5.8

6.37

30.00

30.00

30.00

D.H. Grant curb

D.H. Grant curb

Howard St.

Tack Under Window Sill

(Reset July 1962)

Mark on

48/157

Inst.

Tape

Wthr & Temp.

Date

Crew

Inst.

Tape

Wthr & Temp.

Date

Crew

50%
150

Sections Shaw St.

Brantree

0 to Shaw St.

9+09.20 Howard St June 1951

51

10+98 Rt 24 Howard St. Page 36 Hor Spk 20" Buttonwood

301

3049
✓
7

27.48

✓ 6/26/51 Minah

Profile & Present T.W. toward Quincy

0+0	6.6	23.9
- 0+50	8.5	22.0
- 1+0	11.9	18.6
- 1+50	14.5	16.0
- 2+0	16.0	14.5

0+0	10	50	30	22	@ Fence	ETW	φ	ETW	ETW	@ Wall	Top Wall	30	50
	78	79	84	82	12	4	0	6	14	17	27	28	30
					74	7.0	6.9	6.7	6.5	5.9	4.1	1.7	1.5
	22.7	22.6	22.1	22.3	23.1	23.5	23.6	23.8	24.0	24.6	26.4	28.8	29.0
													30.3

0+50	50	45	30	15	@ Fence	ETW	φ	ETW	ETW	@ wall	Top wall	30	40
	75	75	74	72	11	2	0	8	16	20	27	28	30
					57	5.2	5.2	5.1	4.9	4.2	3.5	1.3	1.1
	23.0	23.0	23.1	23.3	24.8	25.3	25.3	25.4	25.6	26.3	27.0	29.2	29.4
													30.4

0+76 Drive Rt. askew

φ	ETW	φ	ETW	φ	ETW	φ	ETW
41	8	18	35	30	40	50	60
0	8	18	35	30	40	50	60
53	5.1	4.8	3.6	3.1	2.3	1.4	1.0
25.2	25.4	25.7	26.9	27.4	28.2	29.1	29.5

1+0	@ Screen	30	12	@ Fence	ETW	φ	ETW	ETW	30	40	50
	43	72	70	8	6	0	1	10	23	30	40
	72.5	72	70	5.8	5.5	5.7	5.8	5.5	5.3	3.3	2.8
	23.24	23.3	23.5	24.7	25.0	24.8	24.7	25.0	25.2	27.2	27.7
											28.2

1750	50	40	30	15	@ Gate	In Entrance	ETW	ETW	ETW	ETW	How. St.	ETW
	8.0	7.9	7.8	7.8	6	0	5	16	25	30	48	60
	22.5	22.6	22.7	22.7	22.7	22.8	22.6	23.4	23.4	23.6	24.3	24.3

6.60

27.33
✓
7

9.76

20.73

T.P. on stone

2+0	50	40	30	15	@ Fence	φ	ETW	φ	ETW	ETW	ETW	ETW	ETW
	5.5	5.2	5.2	5.2	9	0	3	11	20	25	30	40	50
	21.8	22.1	22.1	22.1	5.2	5.9	6.2	5.9	6.2	4.9	4.4	4.1	3.9
					21.4	21.1	21.4	21.1	22.4	22.9	23.2	23.4	23.5

40/15

52/157

2733

Sections Shaw St.

@ Fence

E

Braintree

E.T.W.

E

53

2+50

50

40

30

20

10

1

10

18

21

25

30

40

50

60

6.5

6.5

6.7

7.0

7.3

7.5

7.0

7.5

6.5

5.7

4.9

4.8

5.0

5.1

20.8

20.8

20.6

20.3

20.0

19.8

20.3

19.8

20.8

21.6

22.4

22.5

22.3

22.2

2+75 ± Sill

Ho. Rt.

1.94

2539

3+0

@ Fence

E

E

E.T.W.

E

50

40

30

11

0

2

10

17

20

30

40

50

7.6

7.7

8.0

8.7

8.6

9.0

8.5

8.7

8.0

7.4

7.3

6.7

19.7

19.6

19.3

18.6

18.7

18.3

18.8

18.6

19.3

19.9

20.0

20.6

2.20

22.93

2073 T.P. stone

P.30

3+50

@ Fence

E

E

E.T.W.

E

50

40

30

10

0

3

10

20

30

40

50

4.1

4.4

5.1

4.8

5.3

4.8

4.8

4.0

3.7

3.5

18.8

18.5

17.8

18.1

17.6

18.1

18.1

18.9

19.2

19.4

3+59 Drive Rt. sq.

0

2

12

19

30

50

70

5.2

5.6

4.7

4.9

4.3

3.0

2.5

17.7

17.3

18.2

18.0

18.6

19.9

20.4

3+75 #412 Sill Ho. Rt. 59'

+0.71 2364

3+76 & Conc walk Rt.

E

E

E.T.W.

E

@ walk

on walk

@ stop

0

2

11

21

30

30

47

5.5

5.8

5.0

5.1

4.1

3.94

2.43

17.4

17.1

17.9

17.8

18.8

18.99

20.50

4+0

@ Fence

E

E

E.T.W.

E

50

40

30

9

0

3

12

23

30

50

4.7

5.0

5.6

5.8

6.1

6.1

5.2

5.3

5.1

3.9

18.2

17.9

17.3

17.1

16.8

17.7

17.6

17.8

19.0

4+50

@ Fence

E

E

E.T.W.

E

50

40

30

8

0

4

12

22

30

50

5.3

5.4

6.1

6.1

6.3

6.3

5.6

6.0

5.8

5.0

17.6

17.5

16.8

16.8

16.6

17.3

16.9

17.1

17.9

4+57 & Gravel Drive Rt. sq.

E

E

E.T.W.

E

0

4

13

21

30

50

75

6.2

6.4

5.6

5.9

5.7

5.1

4.4

16.7

16.5

17.3

17.0

17.2

17.8

18.5

4+60

Sill Ho. #414 Rt. 54' 0.65 2228

4.07

2204

4.96

17.97

T.P. spk pole #51

✓ 6/26/51 Minah

54
1592204 ✓
K

Section Shaw St.

Braintree

55

2.96

170.8 ✓

Check

B.M. spk 20" A 5+15 35R (170.7)

5+0

50

4.7

17.3

30

4.8

17.2

@ Fence

7

5.7

16.3

E

0

5.2

16.8

E

6

5.7

16.3

E.T.W.

14

4.9

17.1

E

23

5.4

16.6

30

5.8

16.2

50

5.0

17.0

5+50

30

4.8

17.2

30

4.9

17.1

@ Fence

6

5.8

16.2

E

0

5.7

16.3

E

6

5.9

16.1

E.T.W.

14

5.1

16.9

E

22

5.4

16.6

25

4.8

17.2

30

5.3

16.7

37

7.2

14.8

50

7.0

15.0

4.27

22.34 ✓

17.77 ✓

T.P. Pole #51

5+95 6.5' Rt. Top C.B. 6.11 16.13

5+98 21' Rt. " M.H. 5.34 16.90

	50	30	21	15	@ Fence	E	E	E.T.W.	E	@ Stone Header	Bot	Swamp
6+0	4.6	5.2	5.4	5.1	6	0	6	15	23	34	37	50
	17.6	17.0	16.8	17.1	5.5	5.2	5.9	5.4	5.4	5.0	5.3	8.1
					16.7	17.0	16.3	16.8	16.8	17.2	17.0	14.1

6+02 1' Lt. Top M.H. 5.17 17.07

6+10 33.5' Rt. Flow Line 30" Conc Pipe 8.69 13.55

6+17 6' Rt. Top C.B. 5.67 16.57

	50	30	15	5.5	@ Fence	E	E.T.W.	E	Swamp	Swamp
6+50	4.1	4.7	5.0	5.4	0	6	15	23	30	44
	18.1	17.5	17.2	16.8	5.2	5.5	5.0	5.4	5.6	7.8
					17.0	16.7	17.2	16.8	16.6	14.4

	50	30	23	15	@ Fence	E	E.T.W.	E	Swamp	Swamp
7+0	3.4	3.6	3.8	4.3	4.5	0	8.5	16	24.5	26
	18.8	18.6	18.4	17.9	4.9	5.0	5.5	4.9	5.2	4.7
					17.2	16.7	17.3	17.0	17.3	16.7

6.26

24.05 ✓

4.45

17.79 ✓

T.P. spk pole #49

	50	30	20	@ Fence	E	E	E.T.W.	E	Swamp	Swamp
7+50	3.9	4.6	4.7	4	0	5	8	17.5	25	27
	20.2	19.5	19.4	6.0	6.1	6.2	6.7	6.1	6.7	6.2
				18.1	18.0	17.9	17.4	18.0	17.4	17.9

6/26/51 Minah

4 56 ✓
157

2405 ✓
π

Sections Shaw St.

Braintree

57

870	50	30	17	3	0	5	7
	3.0	3.3	3.4	5.0	5.3	5.5	5.9
	21.1	20.8	20.7	19.1	18.8	18.6	18.2

17	27	30	42	60	76
5.4	5.6	5.4	7.2	2.0	6.4
18.7	18.5	18.7	16.9	22.1	17.7

8750	50	30	14	25	0	5	7
	2.5	2.8	3.2	4.4	4.5	4.4	5.0
	21.6	21.3	20.9	19.7	19.6	19.7	19.1

17	27	30	50	60	76
4.3	5.0	5.1	5.2	5.2	5.2
19.8	19.1	19.0	18.9	18.9	18.9

7.65 27.74 ✓ 396 20.09 ✓ T, P. stone

2.86 24.88 ✓ check on B.M. stop Ho. #288 (24.89)

8786 Drive Rt. sq.

0	7	8	17	27	30	50	64	90
7.5	7.5	7.9	7.4	7.6	7.3	6.0	5.7	5.7
20.2	20.2	19.8	20.3	20.1	20.4	21.7	22.0	22.0

970	40	30	20	10	0	5	8
	9.9	8.4	8.1	7.8	7.0	7.0	7.5
	17.8	19.3	19.6	19.9	20.7	20.7	20.2

175	27	30	40	50	585
7.1	7.4	6.8	6.0	4.9	5.85
20.6	20.3	20.9	21.7	22.8	21.89

9711 Flagstone walk Rt. sq.

0	7	8	18	30	32	50	54
6.8	6.6	7.1	6.9	7.1	6.81	4.83	4.31
20.9	21.1	20.6	20.8	20.6	20.93	22.91	23.43

9711 35 Rt. Sill Ho #388 1.92 25.82

9748 24.5 Lt. CB. 132 21.52

9750	70	57	50	40	29	10	0
	6.5	6.7	6.1	5.8	6.2	6.2	6.2
	21.2	21.0	21.6	21.9	21.5	21.5	21.5

16	265	30	40	50	60
6.0	6.2	6.0	5.4	4.8	4.2
21.7	21.5	21.7	22.3	22.9	23.5

9774 59' Rt. Sill Ho #382 0.52 27.22 ✓

✓ 6/26/51 Minah

4

58 Profile & Present T.W. Demey Rd. 9+63 - 0+0

LWL 59

1590+0	5.6	22.1
0+50	5.7	22.0
1-	5.2	22.5
1+	2.8	24.9
2-	0.9	26.8
2+	1.2	26.5
3-	3.3	24.4
3+	4.9	22.8
4-	5.9	21.8
4+	5.2	22.5

4.55 $\frac{29.44}{\pi}$ 24.89 BM conc stop Ho #288

9+74 Flagstone walk Rt. sg.

$\frac{E}{0}$	$\frac{E}{10}$	$\frac{E}{17}$	$\frac{E}{27}$	$\frac{E}{30}$	on walk	@ Bot 1st conc stop
7.0	7.1	7.0	7.5	7.4	6.50	5.6
22.4	22.3	22.4	21.9	22.0	22.94	25.31

9+80 22' Lt. C.B. 7.22 2222

9+97 Gravel Drive Rt. sg.

$\frac{E}{0}$	$\frac{E}{18}$	$\frac{E}{28}$	$\frac{E}{30}$	$\frac{E}{40}$	$\frac{E}{50}$	$\frac{E}{70}$
6.9	6.5	7.0	6.9	5.9	5.2	4.9
22.5	22.9	22.4	22.5	23.5	24.2	24.5

10+0	60	50	40	30	25	15	7
8.2	7.8	8.1	7.9	7.8	7.2	5.7	
21.2	21.6	21.3	21.5	21.6	22.2	23.7	

$\frac{E}{0}$	$\frac{E}{18.5}$	$\frac{E}{28}$	$\frac{E}{30}$	$\frac{E}{40}$	$\frac{E}{50}$	$\frac{E}{60}$
6.9	6.5	6.9	6.8	6.0	5.3	5.1
22.5	22.9	22.5	22.6	23.4	24.1	24.3

10+16 Gravel Drive Rt. sg.

$\frac{E}{0}$	$\frac{E}{6}$	$\frac{E}{17}$	$\frac{E}{28}$	$\frac{E}{30}$	$\frac{E}{40}$	$\frac{E}{50}$	$\frac{E}{60}$
5.9	6.5	6.0	6.5	6.4	5.4	5.3	4.2
23.5	22.9	23.4	22.9	23.0	24.0	24.1	25.2

10+18 7' Rt. C.B. 6.45 22.99

10+42 Flagstone walk Rt. sg.

$\frac{E}{0}$	$\frac{E}{7}$	$\frac{E}{15}$	$\frac{E}{27}$	$\frac{E}{30}$	on walk	@ Bot 1st stop
5.5	5.8	5.5	6.0	5.5	4.78	5.3
23.9	23.6	23.9	23.4	23.9	24.66	26.16

✓ 6/26/51 Minah

4 60/157

2944 ✓
π

cwl 61

10+50	50	30	20	5	0	2	E	2 T.W.	E	30	40	50	@ House
	6.5	6.7	6.6	5.9	5.0		5.3	5.2	5.8	5.5	4.2	3.4	2.8
	22.9	22.7	22.8	23.5	24.4		24.1	24.2	23.6	23.9	25.2	26.0	26.6

10+25 58' Rt. Sill Ho. # 376 0.94 28.50

2.61 26.83 ✓

check on B.M. conc. stop Ho. # 376 (26.81) ✓

4.77 31.58 ✓
π 26.81 Conc. Stop

11+0	50	30	10	0	E	2 T.W.	E	30	40	50	60
	7.6	7.2	6.7	6.1		6.5	6.2	6.8	6.6	5.6	6.2
	24.0	24.4	24.9	25.5		25.1	25.4	24.8	25.0	25.0	26.0

11+25 24 Rt. M.H. 5.86 25.72

11+32 Old Road Lt. askew

75	50	30	10	0
4.1	4.8	5.2	5.4	5.4
27.5	26.8	26.4	26.2	26.2

11+50	50	30	20	9	5	0	4	E	2 T.W.	E	30	33	Top	40	50	@ 1
	4.8	5.3	5.6	4.7	4.4	5.1	5.2		1.4	2.4	4.5	4.2	3.3	4.0	5.0	5.8
	26.8	26.3	26.0	26.9	27.2	26.5	26.4		5.0	5.4	27.1	27.4	2.0	1.3	0.0	70.6
									26.6	26.2	27.1	27.4	29.6	30.3	31.6	32.2

11+57 4' Rt. C.B. 5.26 26.32

11+57 Top rot wall Rt. askew

2	E	2 T.W.	E	@ wall	Top	along	@ Ho
0	4	15	2.4	30	3.4	3.4	5.7
4.8	5.3	4.8	5.4	4.6	4.6	1.9	70.3
26.8	26.3	26.8	26.2	27.0	27.0	29.7	31.6

11+57 Bot " " " "

2	E	2 T.W.	E	@ House
0	4	15	2.4	30
4.8	5.3	4.8	5.4	4.6
26.8	26.3	26.8	26.2	27.0

7.04 33.85 ✓
π 26.81 B.M. stop

11+60 57' Rt. Sill Ho. # 368 +10.8 3493

✓ 6/26/51 Minah

4 62/157 $\frac{33.85}{\pi}$
 11+67 Bot. Ret. Wall Rt. askew

$\frac{L}{E}$	$\frac{L.T.W.}{E}$	@ Wall
$\frac{0}{7.1}$	$\frac{13}{6.9}$	$\frac{30}{7.0}$
26.8	27.0	26.9
$\frac{0}{7.1}$	$\frac{13}{6.9}$	$\frac{30}{7.0}$
26.8	27.0	26.9

63
 @ House

11+67 Top " " " "

$\frac{L}{E}$	$\frac{L.T.W.}{E}$	Top
$\frac{0}{7.1}$	$\frac{13}{6.9}$	$\frac{30}{7.0}$
26.8	27.0	26.9
$\frac{0}{7.1}$	$\frac{13}{6.9}$	$\frac{30}{7.0}$
26.8	27.0	26.9

@ House

$\frac{L}{E}$	$\frac{L.T.W.}{E}$	@ wall	Top
$\frac{5.0}{5.2}$	$\frac{3.0}{6.2}$	$\frac{2.4}{7.0}$	$\frac{1.8}{5.3}$
28.7	27.9	29.0	31.6
$\frac{10}{5.5}$	$\frac{10}{5.5}$	$\frac{0}{5.8}$	$\frac{4}{6.1}$
28.4	28.1	27.8	33.9

5.71 $\frac{39.55}{\pi}$ 33.84 B.M. spindle

Hyd @ Berwick St.

$\frac{L}{E}$	$\frac{L.T.W.}{E}$	@ Bot. step	Top 1st	Top step	End walk
$\frac{0}{11.1}$	$\frac{3.5}{11.5}$	$\frac{14}{11.3}$	$\frac{2.4}{11.0}$	$\frac{3.9}{10.8}$	$\frac{3.0}{10.22}$
28.5	28.1	28.3	27.8	28.6	28.8
					29.33
					33.95
					35.87

12+25 52 Rt. Sill Ho# 362 +1.19 40.74

$\frac{L}{E}$	$\frac{L.T.W.}{E}$	@ wall	Top	Top @ Ho.
$\frac{0}{10.8}$	$\frac{4.5}{11.0}$	$\frac{13}{10.8}$	$\frac{2.4}{11.0}$	$\frac{3.0}{10.1}$
28.8	28.6	28.8	28.6	29.5
				33.0
				37.2

$\frac{L}{E}$	$\frac{L.T.W.}{E}$	@ wall	@ Ho.
$\frac{0}{10.8}$	$\frac{4.5}{11.0}$	$\frac{13}{10.8}$	$\frac{2.4}{11.0}$
28.8	28.6	28.8	28.6
			29.5
			33.4

$\frac{L}{E}$	$\frac{L.T.W.}{E}$	@ Ho.	Conc Fl. Gar.
$\frac{5.0}{10.7}$	$\frac{3.0}{11.6}$	$\frac{2.0}{11.6}$	$\frac{1.0}{11.6}$
28.9	28.0	28.0	28.0
$\frac{8}{10.2}$	$\frac{8}{10.2}$	$\frac{0}{10.5}$	$\frac{0}{10.9}$
29.4	29.1	28.7	29.0
			28.8
			29.6
			32.1
			33.2
			33.27

$\frac{L}{E}$	$\frac{L.T.W.}{E}$	@ wall	@ Gar
$\frac{0}{10.5}$	$\frac{2}{10.8}$	$\frac{13}{10.5}$	$\frac{2.3}{10.6}$
29.1	28.3	29.1	29.0
			29.6
			32.2
			33.4

6/26/51 Minn

64 ✓
15939.55 ✓
π

Circ 65

	¢	E	¢TW	E	@ wall	Top	@ Gar.
12+56 Top Ret. Wall Rt. askew	0	2	13	23	30	31	50.5
	10.5	10.8	10.5	10.6	10.0	6.2	2.3
	29.1	28.8	29.1	29.0	29.6	33.4	32.3

Profile

12+82 = 0+0 ¢ T.W. Berwick St. Lt.

0+0	10.1	29.5
+50	9.0	30.6
1-	6.8	32.8
1+	3.3	36.3
2-	0.6	39.0

	¢	E	¢TW	E	@ wall	Top	@ Gar.
13+0	50	30	22	18	12	0	60
	9.2	9.4	9.3	10.7	9.6	9.3	0.3
	30.4	30.2	30.3	28.9	30.0	30.3	39.3

	¢	E	¢TW	E	@ wall	Top	@ Gar.
13+50	60	50	30	20	10	0	60
	9.6	9.7	10.1	9.7	8.7	8.1	0.4
	30.0	29.9	29.5	29.9	30.9	31.5	40.0
	11.54	45.38 ✓	33.84	¢TW	Hyd.		

	¢	E	¢TW	E	@ wall	Top	@ Gar.
14+0	50	30	17	10	9	0	60
	14.4	14.4	14.0	13.2	11.6	12.2	6.3
	31.0	31.0	31.4	32.2	33.8	33.2	39.1

	¢	E	¢TW	E	@ wall	Top	@ Gar.
14+18 Bot Ret. Wall Rt. sq.	0	2	13	23	30.5	40	75
	11.8	12.1	11.7	11.6	10.3	8.8	0.8
	33.6	33.3	33.7	33.8	35.1	36.6	44.6

	¢	E	¢TW	E	@ wall	Top	@ Gar.
14+19 Top Ret. Wall Rt. sq.	0	2	13	23	30.5	50	75
	11.8	12.1	11.7	11.6	10.3	7.0	0.5
	33.6	33.3	33.7	33.8	35.1	38.4	44.9

	¢	E	¢TW	E	@ wall	Top	@ Ho.
14+46 Top Ret. Rt. askew	0	2	14	23	30.5	30.5	55.5
	10.9	11.3	10.6	10.5	9.2	5.9	0.8
	34.5	34.1	34.8	34.9	36.2	39.5	44.6

✓ 6/26/51 Minah

66/157

4538 ✓

 $\frac{\pi}{\pi}$

C.W. 67

Rt.	$\frac{1}{2}$	E	2 T.W.	E	@ Wall	@ No.
14+46 Bot. Ret. Wall askew.	0	2	14	23	30.5	55.5
	10.9	11.3	10.6	10.5	9.2	4.8
Sill Ho #344 Rt.	34.5	34.1	34.8	34.9	36.2	40.6
	+3.01	48.39				

4.21 41.17 ✓

check B.M. conc step Ho #344 (41.19)

6.13 47.32 ✓ 41.19 B.M. step

14+50 Rt.

$$\begin{array}{r} 30 \\ 11.1 \\ \hline 36.2 \end{array}$$

$$\begin{array}{r} 40 \\ 9.2 \\ \hline 38.1 \end{array}$$

$$\begin{array}{r} 55 \\ 6.9 \\ \hline 40.4 \end{array}$$

 Sill Bar

$$\begin{array}{r} 56 \\ 6.81 \\ \hline 40.51 \end{array}$$

14+62 Bot. Ret Wall Rt. sq.

 @ wall

$$\begin{array}{r} 31 \\ 10.7 \\ \hline 36.6 \end{array}$$

$$\begin{array}{r} 40 \\ 8.9 \\ \hline 38.4 \end{array}$$

$$\begin{array}{r} 50 \\ 7.7 \\ \hline 39.6 \end{array}$$

$$\begin{array}{r} 56 \\ 6.8 \\ \hline 40.5 \end{array}$$

14+62 Top Ret Wall Rt. sq.

 Top

$$\begin{array}{r} 31 \\ 7.2 \\ \hline 40.1 \end{array}$$

$$\begin{array}{r} 40 \\ 5.7 \\ \hline 41.6 \end{array}$$

$$\begin{array}{r} 50 \\ 8.9 \\ \hline 43.4 \end{array}$$

$$\begin{array}{r} 56 \\ 2.5 \\ \hline 44.8 \end{array}$$

15+0 Rt.

 @ wall

$$\begin{array}{r} 31 \\ 10.0 \\ \hline 32.3 \end{array}$$

 Top

$$\begin{array}{r} 31 \\ 6.7 \\ \hline 40.6 \end{array}$$

$$\begin{array}{r} 40 \\ 5.5 \\ \hline 41.8 \end{array}$$

$$\begin{array}{r} 50 \\ 3.7 \\ \hline 43.6 \end{array}$$

15+06 Conc steps + Bit. Macadam Walk Rt. sq.

Bot 1st step @ wall

$$\begin{array}{r} 30.5 \\ 9.8 \\ \hline 37.5 \end{array}$$

Top step

$$\begin{array}{r} 35 \\ 6.11 \\ \hline 41.21 \end{array}$$

4 walk

$$\begin{array}{r} 50 \\ 4.1 \\ \hline 43.2 \end{array}$$

$$\begin{array}{r} 60 \\ 2.8 \\ \hline 44.5 \end{array}$$

$$\begin{array}{r} 70 \\ 1.8 \\ \hline 45.5 \end{array}$$

15+50 Rt.

 @ wall

$$\begin{array}{r} 41 \\ 7.9 \\ \hline 39.4 \end{array}$$

 Top

$$\begin{array}{r} 41 \\ 5.3 \\ \hline 42.0 \end{array}$$

$$\begin{array}{r} 50 \\ 4.9 \\ \hline 42.4 \end{array}$$

$$\begin{array}{r} 60 \\ 3.6 \\ \hline 43.7 \end{array}$$

10.13 40.97 ✓ 33.84

B.M. Hyd

14+50

$$\begin{array}{r} 50 \\ 11.0 \\ \hline 33.0 \end{array}$$

$$\begin{array}{r} 30 \\ 11.6 \\ \hline 33.0 \end{array}$$

$$\begin{array}{r} 15 \\ 11.3 \\ \hline 32.7 \end{array}$$

$$\begin{array}{r} 7 \\ 9.5 \\ \hline 34.5 \end{array}$$

$$\begin{array}{r} 0 \\ 9.1 \\ \hline 34.9 \end{array}$$

$$\begin{array}{r} 2 \\ 9.8 \\ \hline 34.2 \end{array}$$

$$\begin{array}{r} 12 \\ 9.1 \\ \hline 34.9 \end{array}$$

$$\begin{array}{r} 22 \\ 9.0 \\ \hline 35.0 \end{array}$$

✓ 6/26/51 Minh

68/157

43.97

 π

17+62 Ret wall Rt.

$\frac{L}{0}$	$\frac{E}{15}$	$\frac{L.T.W.}{13}$	$\frac{E}{23}$
8.9	9.3	8.7	8.6
35.1	34.7	35.3	35.4

15+06 Conc steps + Bit Mac. walk rt.

$\frac{L}{0}$	$\frac{E}{1}$	$\frac{L.T.W.}{12}$	$\frac{E}{24}$
6.9	7.4	7.1	7.1
37.1	36.6	36.9	36.9

15+10

$\frac{50}{9.5}$	$\frac{30}{9.1}$	$\frac{14}{9.7}$	$\frac{6}{7.3}$	$\frac{0}{7.1}$	$\frac{E}{7.6}$	$\frac{L.T.W.}{12}$	$\frac{E}{25}$
34.5	34.6	34.3	36.7	36.9	36.5	36.8	36.9

15+50

$\frac{60}{8.2}$	$\frac{50}{8.2}$	$\frac{30}{8.1}$	$\frac{18}{6.1}$	$\frac{1}{5.8}$	$\frac{0}{6.2}$	$\frac{L.T.W.}{10}$	$\frac{E}{23}$	$\frac{30}{5.1}$	$\frac{38.9}{38.9}$
35.8	35.8	35.9	37.9	38.2	37.8	38.4	38.1	38.9	38.9

16+0

$\frac{50}{2.9}$	$\frac{30}{3.5}$	$\frac{20}{4.2}$	$\frac{12}{3.2}$	$\frac{7}{4.1}$	$\frac{3}{4.0}$	$\frac{E}{2}$	$\frac{L}{0}$	$\frac{L.T.W.}{10}$	$\frac{E}{23}$	$\frac{27}{3.1}$	$\frac{30}{3.0}$	$\frac{40}{2.7}$	$\frac{50}{1.3}$
41.1	40.5	39.8	40.8	39.9	40.0	39.4	39.6	39.9	39.6	40.9	41.0	41.6	42.7

16+36 $\pm$ = Hayward St. 2.8 41.2

2.77

41.20

Check BM. conc step Ho[#]344 (4/19)

✓ 6/26/51 Minañ

70/157

Inst.

Tape

Wthr & Temp.

Date

Crew

Inst.

Tape

Wthr & Temp.

Date

Crew

72/157

Inst.

Tape

Wthr & Temp.

Date

Crew

Inst.

Tape

Wthr & Temp.

Date

Crew

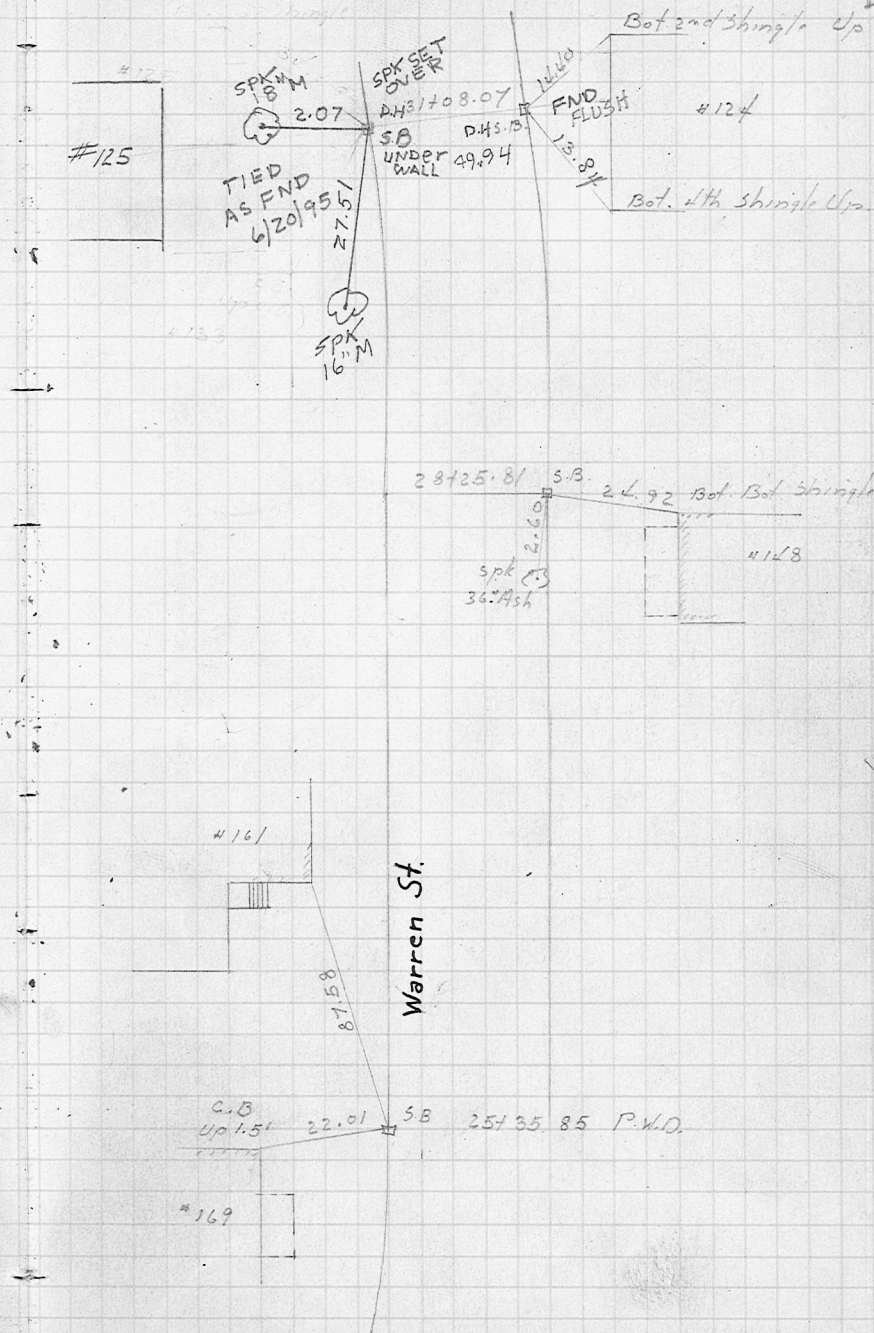
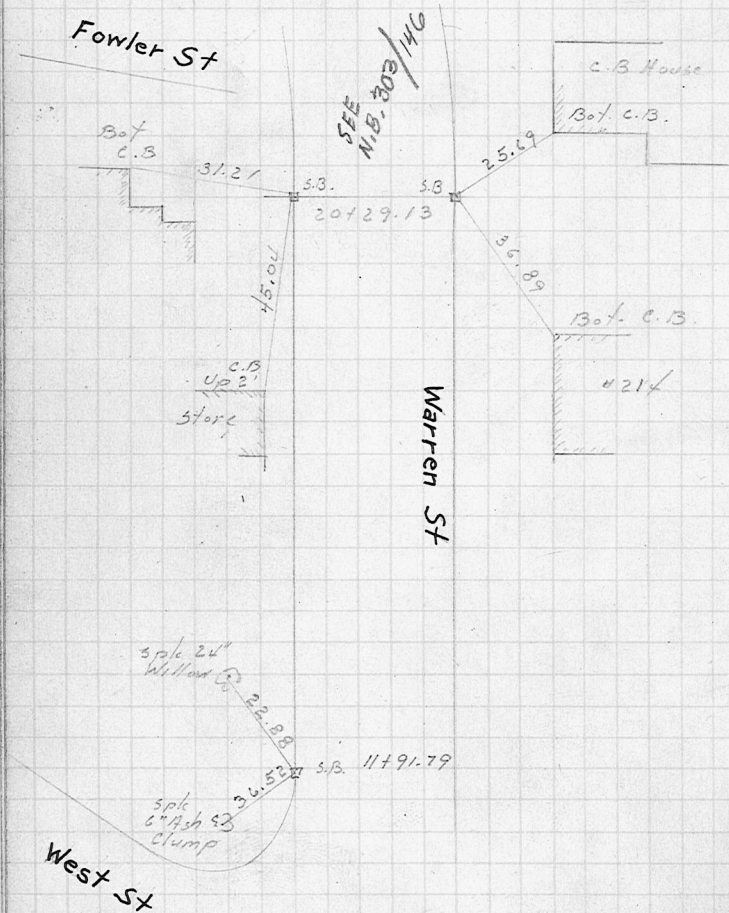
73

74 Warren St
See State Photo-Stats in Env. for Stations
151

Randolph

Bounds

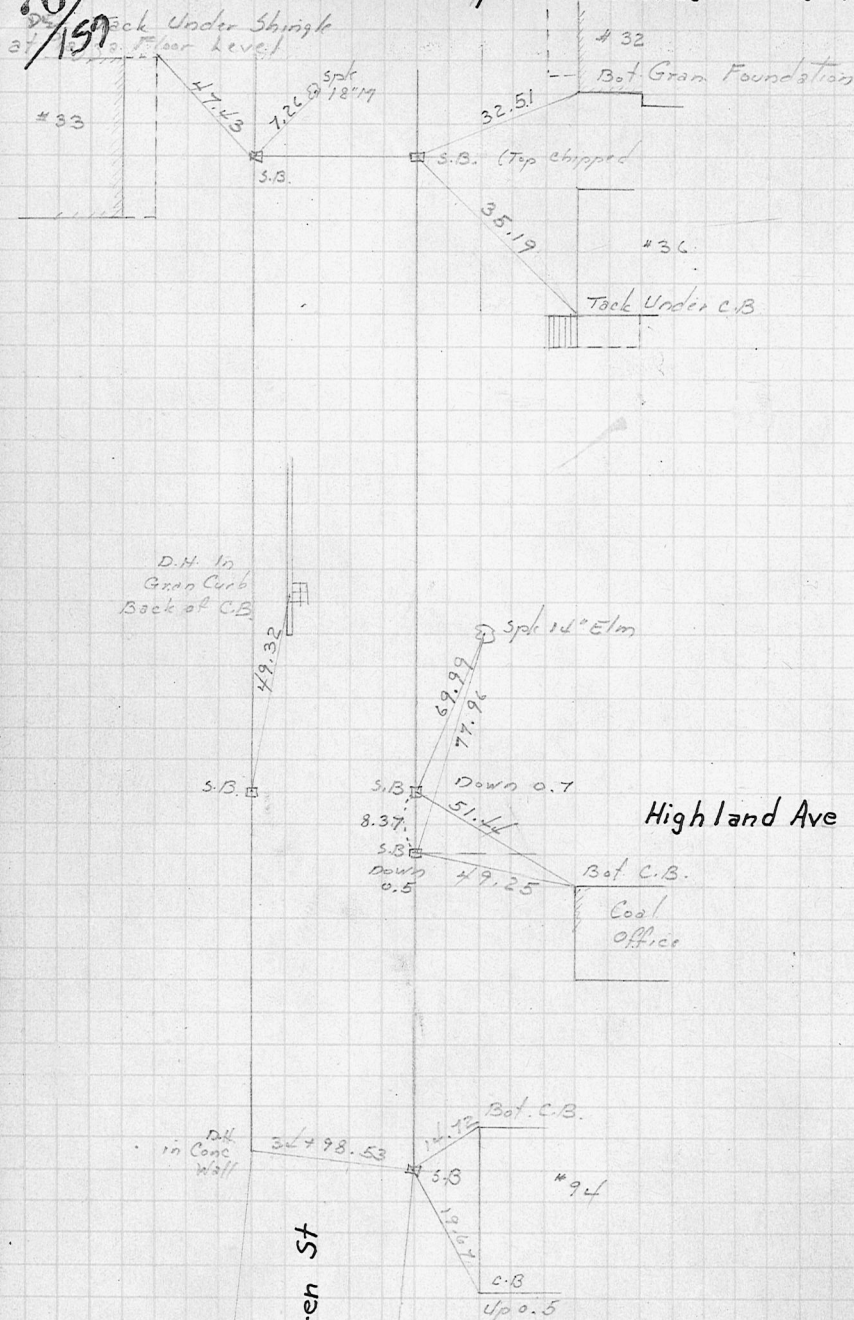
Feb. 1952 75



76 Warren St Randolph Bounds Feb. 1952

Inst. Tape Wthr & Temp. Date Crew

77



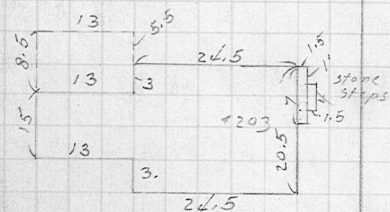
78/ Warren St
159

Randolph

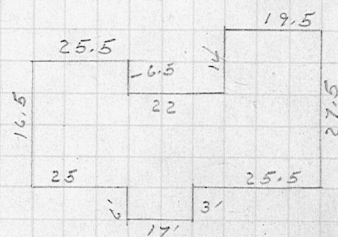
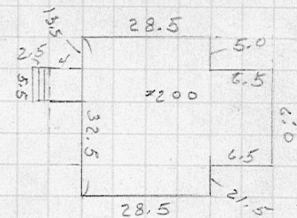
Houses

Feb. 1952

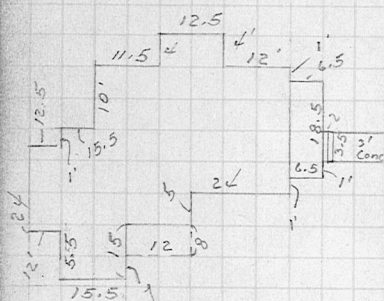
79
DE



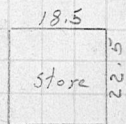
St



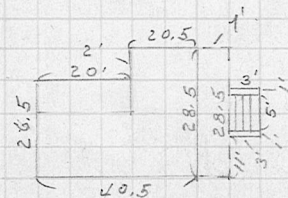
Fowler St



Warren

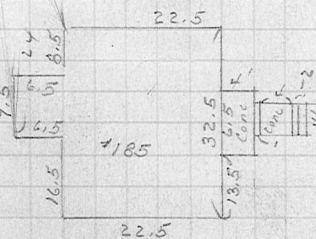
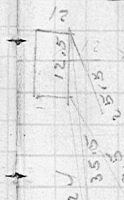


Plotted

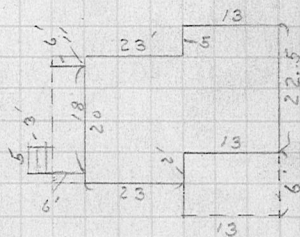
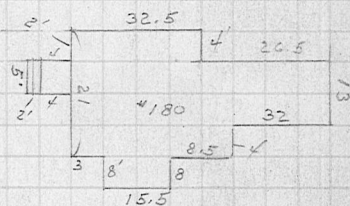
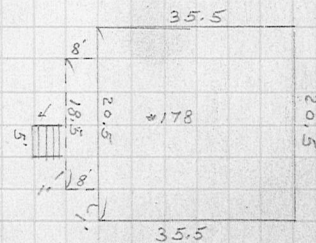


St

Warren Ave



Warren

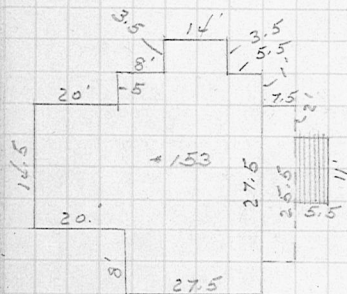


Plotted

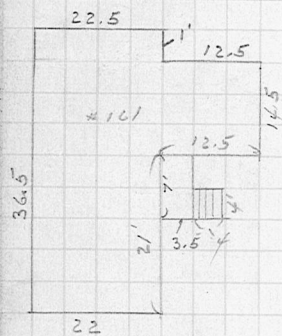
80/ Warren St
157

Randolph Houses

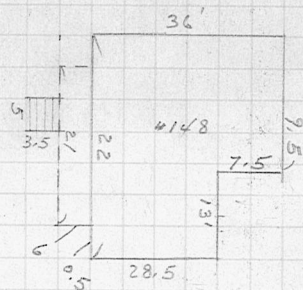
Feb. 1952

81
De

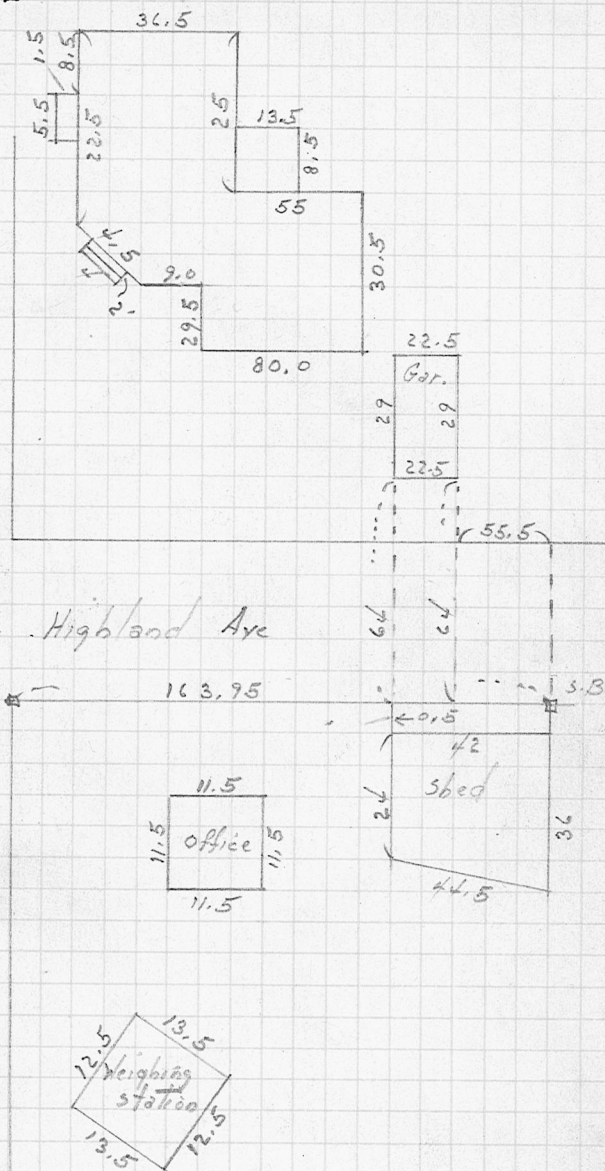
Silver 5¢



Warren
75



Plotted



82

~~151~~

Inst.

Tape

Wthr & Temp.

Date

Crew

Inst.

Tape

Wthr & Temp.

Date

Crew

83

84 Warren St. Randolph

See State N.B. # 12436 for $\frac{1}{2}$
See sketch & Plans in Env.

65.79	156.20
73.04	756.17
138.83	
0.03	
138.80	
	187.35
	0.03
	187.32

Angle Pt.
177° 46' Plan

D.H. 88° 53' 07"

State
Spk
25.00
25.00
S.B.
P.76

156.17

R.R. Spk

37.81
Spk

138°-36-30
55°-49
138°-36-20

118+26.56

49.79

S.B.

Warren St

72.57 State $\frac{1}{2}$

187.32

Spk
25.15

S.B. P.76

96°-18
288°-54-30
96°-18-10

138.80 Meas

Highland Ave.

S.B.
1327 06.76

Depot St.

87.16 Meas.
S.B.

91°-22-30
274°-07
91°-22-20
S.B.

334.12

Spk

Miss
88°-51-30
246°-72
66°-72
S.B.
P.76

Intersections

Mar. 1962

85

86 Silver St. Randolph
Intersection with Warren St.

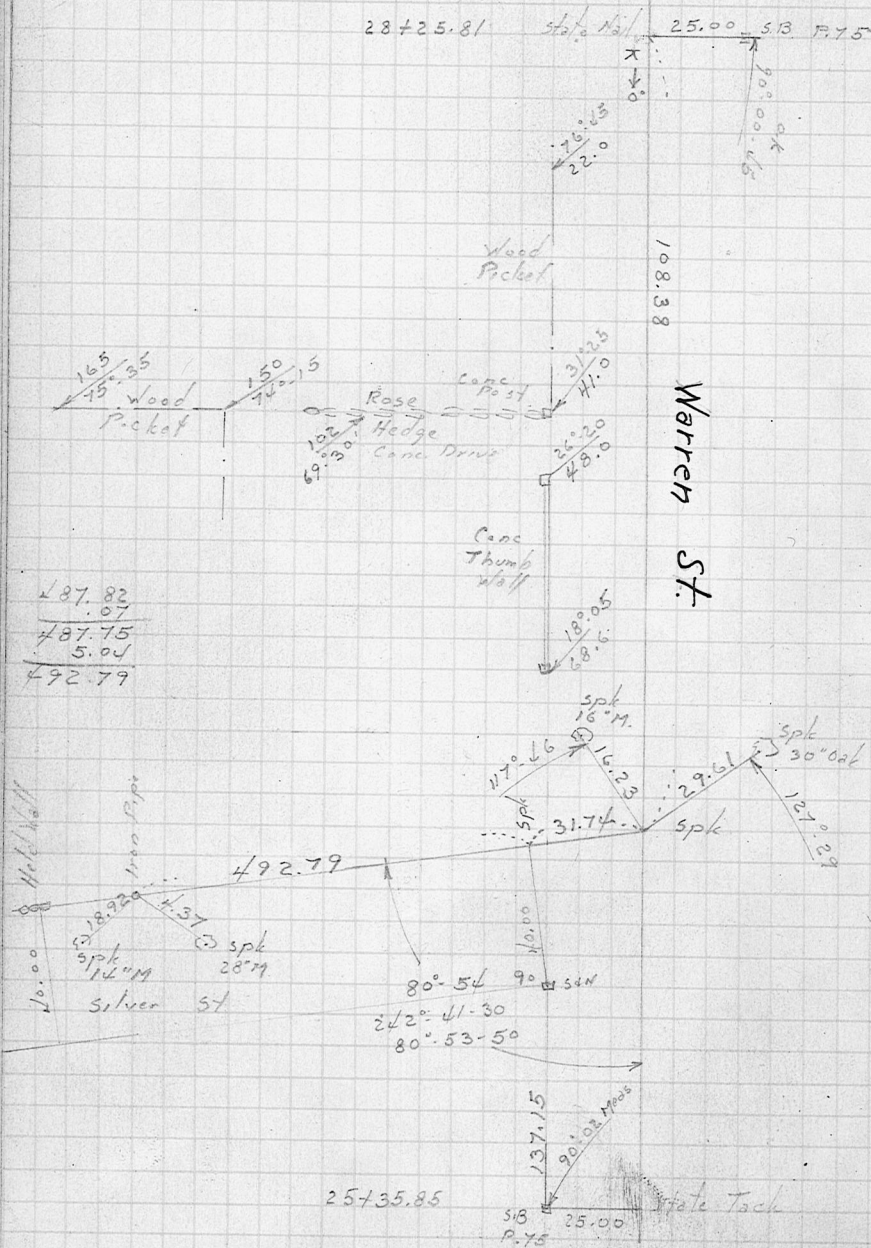
157

Mar 1952

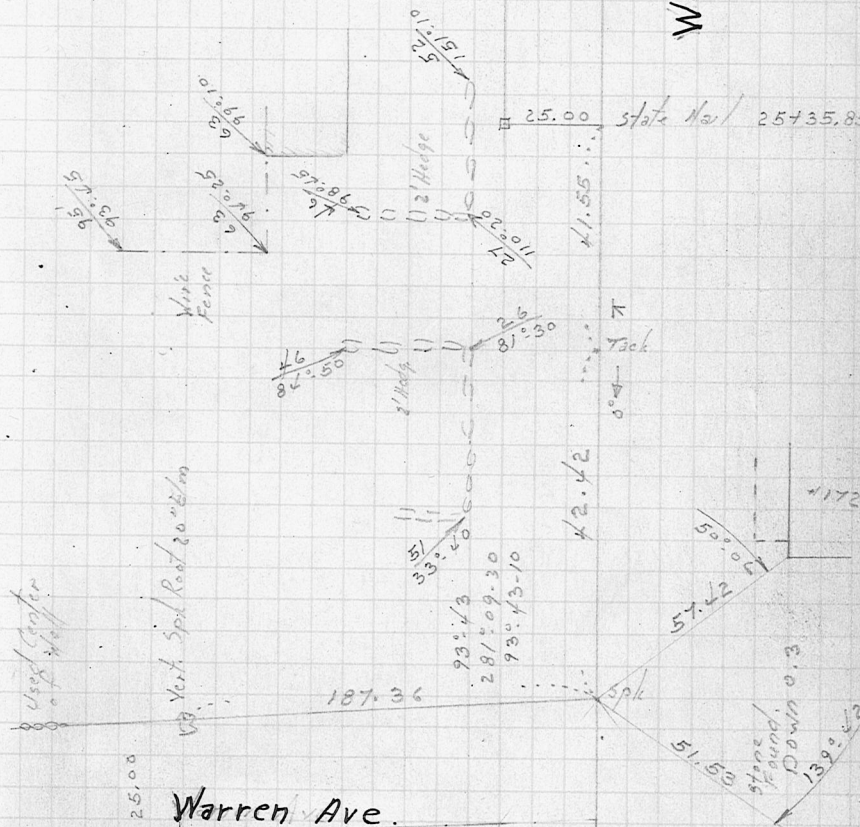
Warren Ave Randolph
Intersection with Warren St.

87

DE



Superceded See P.88
Locations O.K. but
See P. 88 for new Intersection



88 Warren Ave. Randolph
New Intersection with Warren St.

Mar. 1952

Fowler St. Randolph Mar. 1952

89

157

28+25.21

25.00 S.B.

436.73
1.08
436.65

41.55
42.62
24.21
108.18

Warren St.

R=1600

25+35.85 S.B.

25.00

Sta. Nail

R=1600

L=3°56.46

Defl. = 1°58.23

S.Ch = 110.17

Tac. P. 87

Spk P. 87

Top of B.B. at Porch

93°52

281°-36.30

93°52-10

48.76

#178

28.84

Spk

Sta. at Corner

47.03

138°28

#180

End of Corner

Warren Ave.

R=1600

36.65

33.01

26.83

Garage

C.B.

#24

1st Sp. Roof 18' 6" W

Fowler St.

Spk

31.93

21.82

C.B.

House

C.B.

379.43

52.58

24.51

68°31

205°35.30

68°31-50

25.00

Sta. at Spk

20+29.13

59.47

100.66

99.50

19.87

379.50

379.43

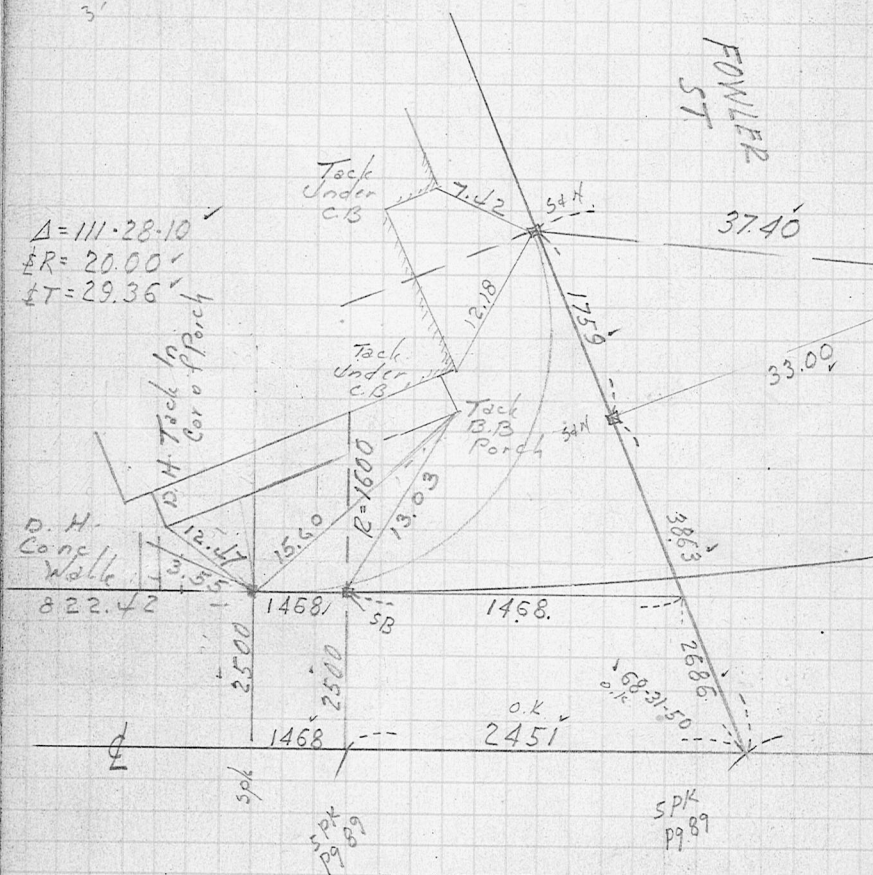
Warren St.

S.B.

25.00

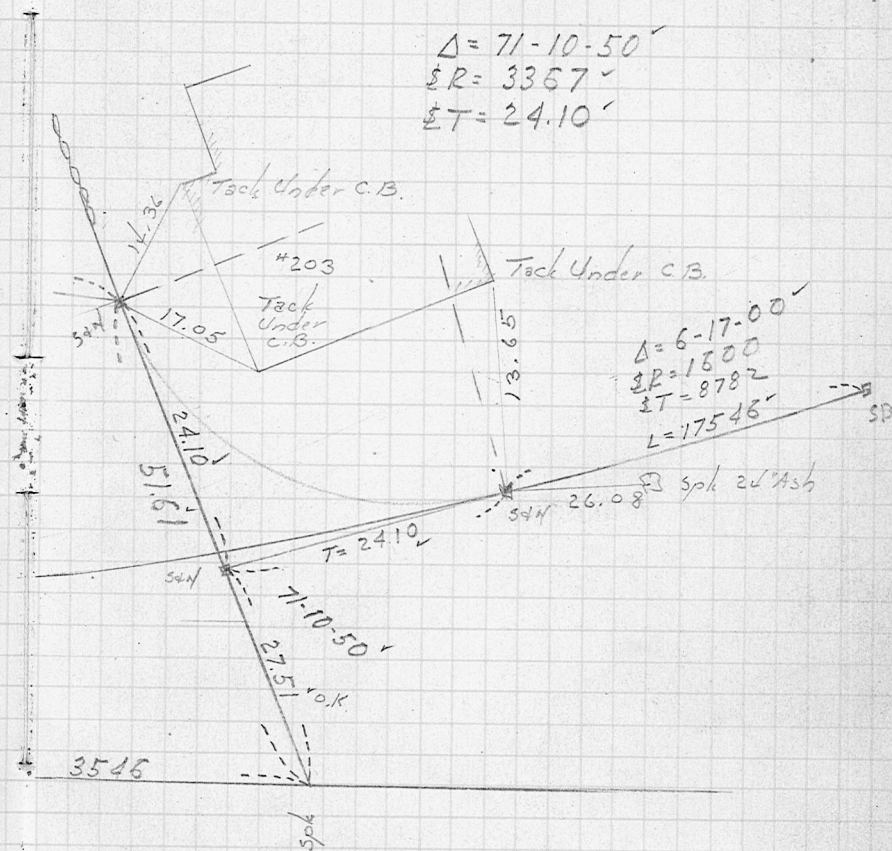
Sta. at Spk

11+91.79



To West St.

WARREN



ST

71° 10-50
108-49-10

✓ $\Delta = 3 - 43 - 50$ ✓
 $2R = 1600$ ✓
 $2T = 5211$ ✓ /

WARREN
AVE.

$$\Delta = 83.43.40'' \text{ o.k.}$$
$$\Delta = 2 \cdot 24 \cdot 10^{-0.6}$$

$$\Delta R = 1600$$

$$\Delta T = 3355$$

$$\Delta L = 6710$$

WARREN
TO WEST ST.

$\Delta = 99-0420$ o.k.
 $\Delta R = 30$
 $\Delta T = 35.17$

99° 04-20
80-55-40

$$\begin{array}{r} 36.78 \\ 0.39 \\ \hline 5.82 \end{array}$$
$$\begin{array}{r} 41.57 \\ + 1.85 \\ \hline 43.42 \end{array} \qquad \begin{array}{r} 5.82 \\ + .39 \\ \hline 6.21 \end{array}$$

86° 07-50
93° 52-10

3P
pg 88

5/2/2015

94/157 Warren

st

Randolph

95

D/E

Silver
St.

$\Delta = 99.06.10$ o.k.

$\Delta R = 30'$

$\Delta T = 35.19'$

o.k.
430.9

#161

Both of
C.B.

11.82

35.00

7=35.19

25.32

L=8710-

R=1600

SB

25.00

101.96

39.20

40.51

Warren

← To West St.

State
Road

25+35.85

$\Delta = 80.53.50$ o.k.

$\Delta R = 30'$

$\Delta T = 25.58'$

#153

Gran Found
2.5' Below Sill

29.83

Spk 18" M.

Spk

19.16

7=25.58

Spk

31.74

Spk
P985

T=25.58

21.57

10838

St

26.86

SB

25.00

Spk

o.k.
85.81

18.22

25.00

Spk
P985

28+25.81

St

R=4000

L=28042

96/157

Warren

54.

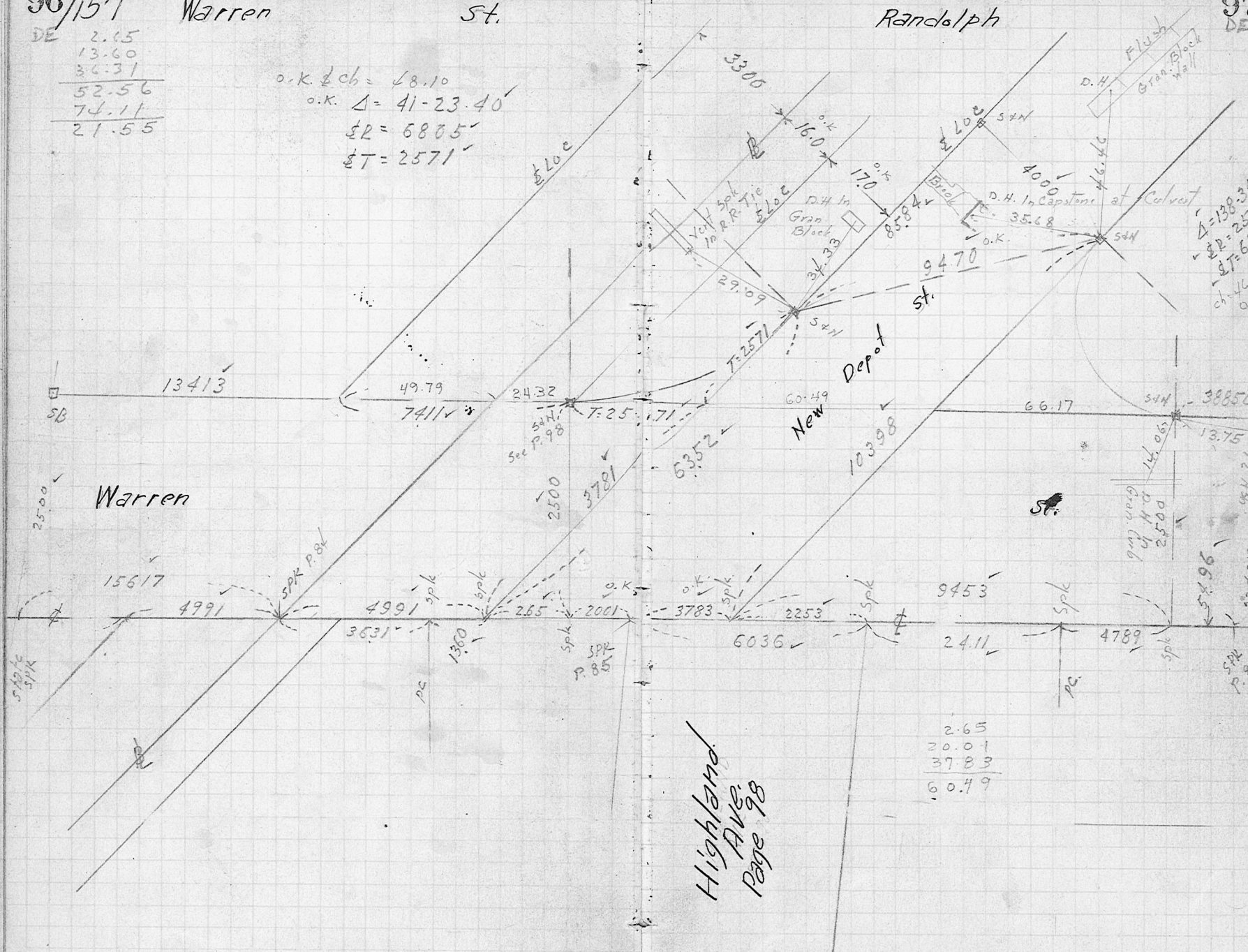
Randolph

DE

2.15
13.60
36.31
52.56
74.11
21.55

o.k. $\Delta Ch = 48.10$
o.k. $\Delta = 41 - 23.40$
 $\$R = 6805$
 $\$T = 2571$

9
DE



Highland Ave.
Page 98



100/57 WARREN
DE

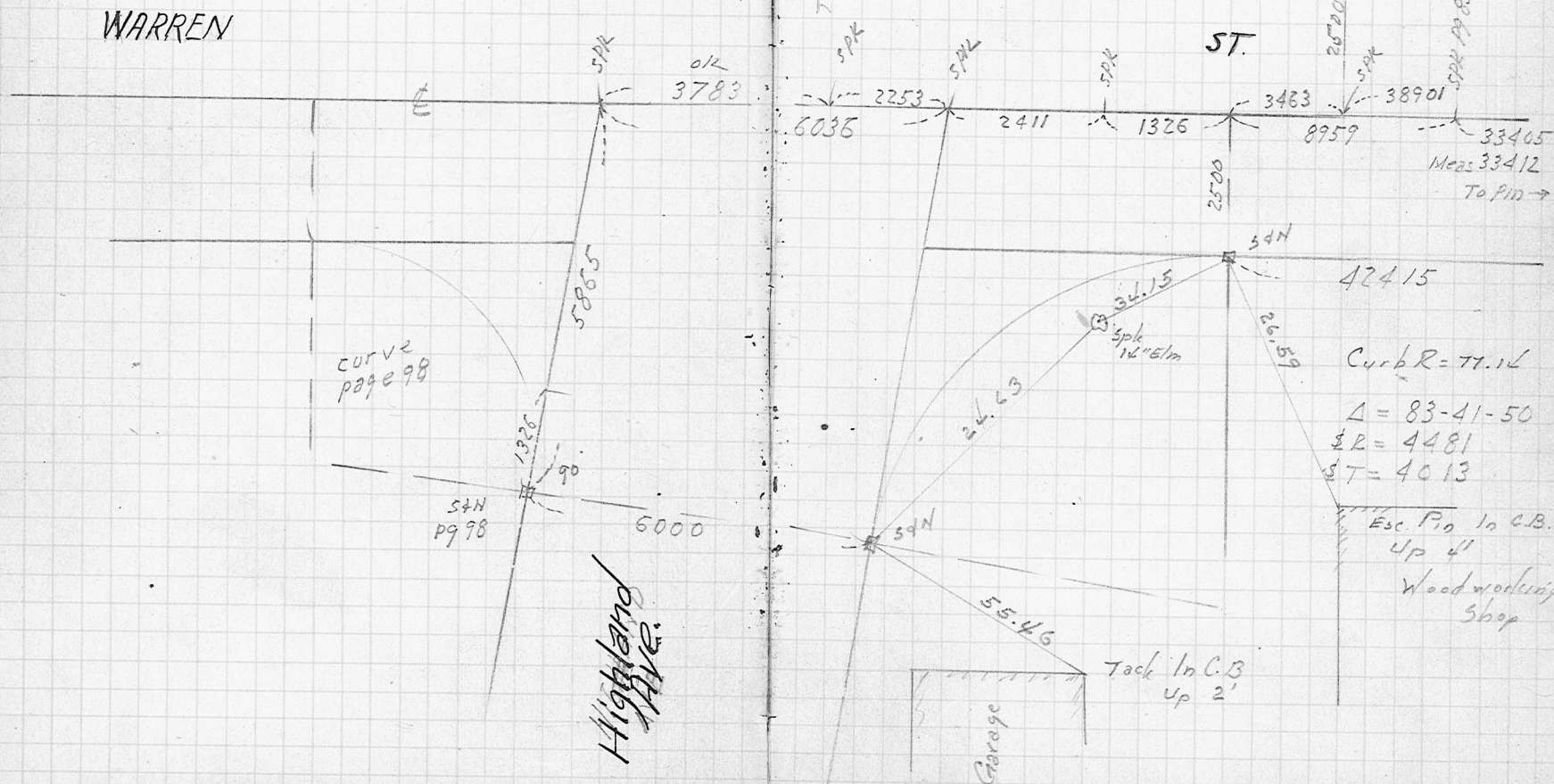
22.53
24.11
13.26
59.90

ST.

RANDOLPH

101

DE



102/157

Inst.

Tape

Wthr & Temp.

Date

Crew

Inst.

Tape

Wthr & Temp.

Date

Crew

104

Survey Page St. Avon at

Road Formerly Wales St.

105

Jan 27, 1953

(Continued Page 108)

D.H. Ledge 5+80.21

9987
9976
9987
9248
9939
72037
42039

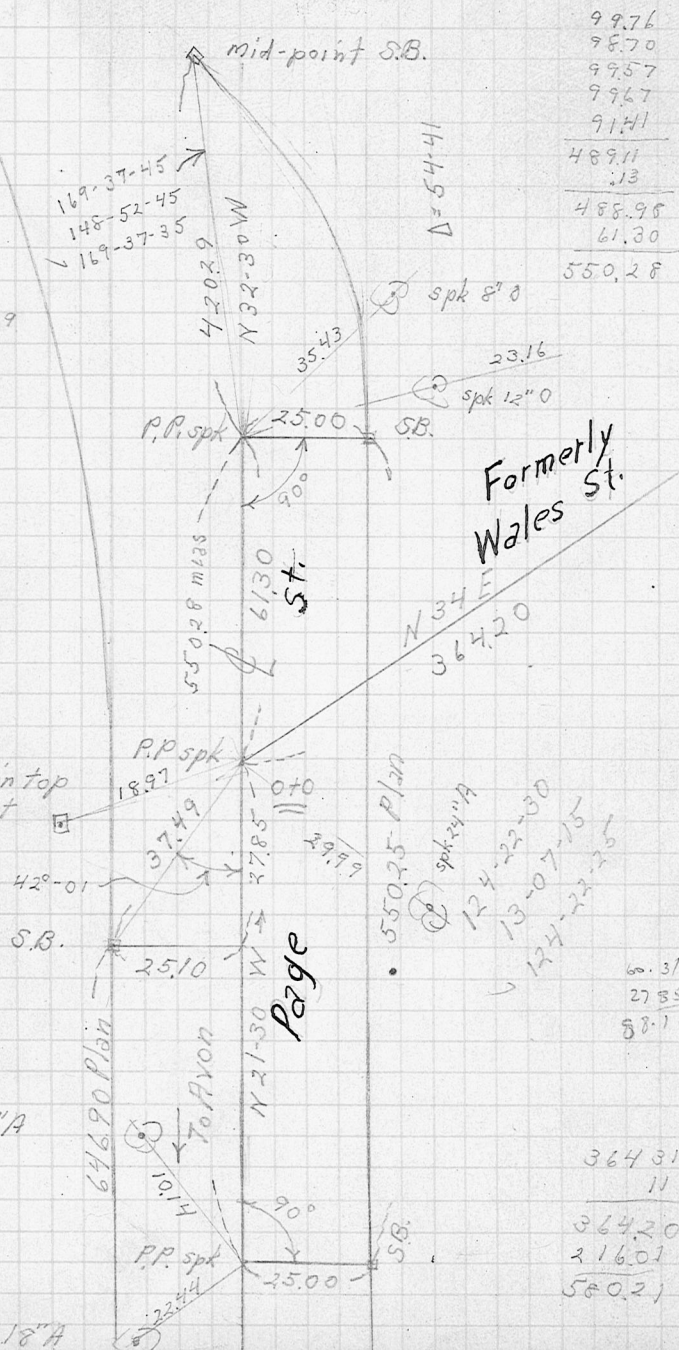
Notes For 1970 TIES
SEE N.B. 300 P. 28-32

$\Delta = 58-43-40$

See Note Book
300 pg 30

spk 16" A

spk 18" A



spk 12" 0

176-07-00

168-21

176-07-00

29.75

82.4

spk 8" 0

P.P. spk 3+64.20

364.30

550.28
88.16
462.12

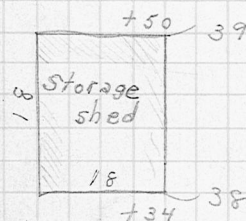
216.08
07
216.01

106
157

PAGE ST. AVON

woods

+68



12+5

21.5

1-

wood barrier

woods

scrub woods

sign
Disposal Area
Avon Board of
Health810
295-05

Page

040
set up

St.

131-30

(Continued Page 109) 107

27.5

114 0

16.5

5180.2

24.5

17+3

17.5

5+

+36

19

Lines + 4

19

35. 7

17.5

5-

16.5

5+5

15

4+

21

7.5+1

15

4-

23

9 Δ 0

15

8+64.20

21.5

6.5+2

16

3+

16

13

+36

13

-2+7.5

15.5

3-

17

Lines + 86.5

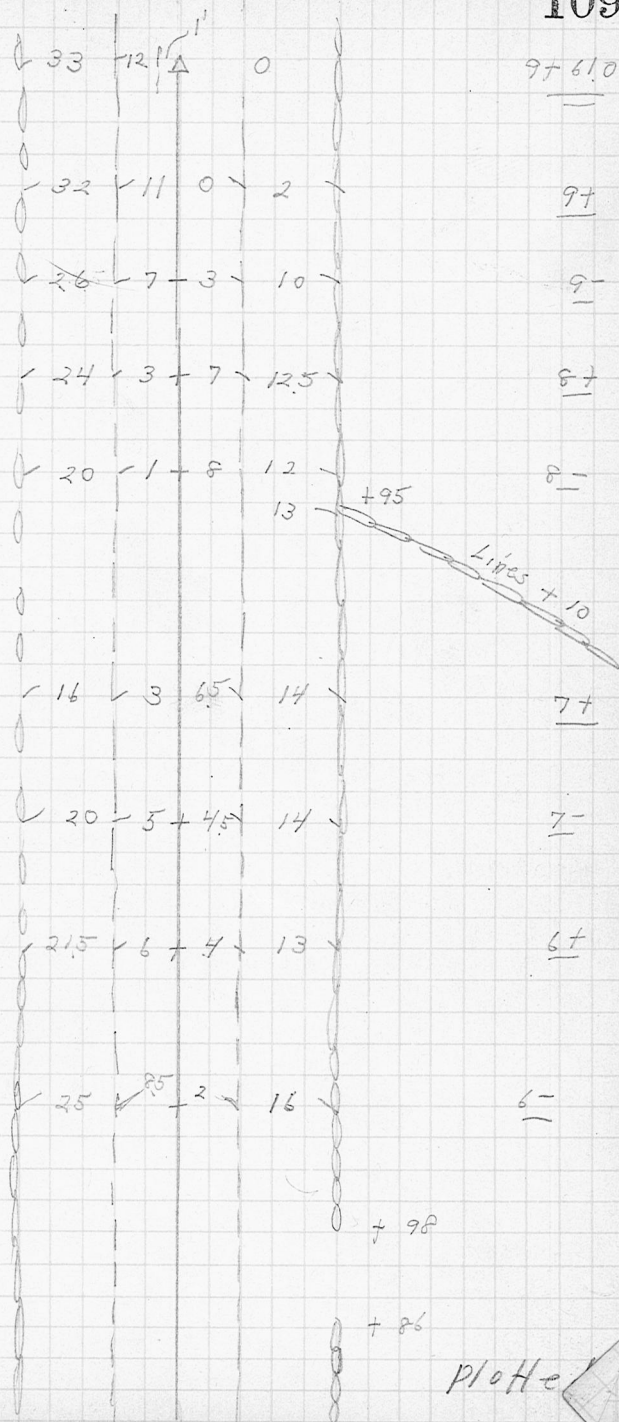
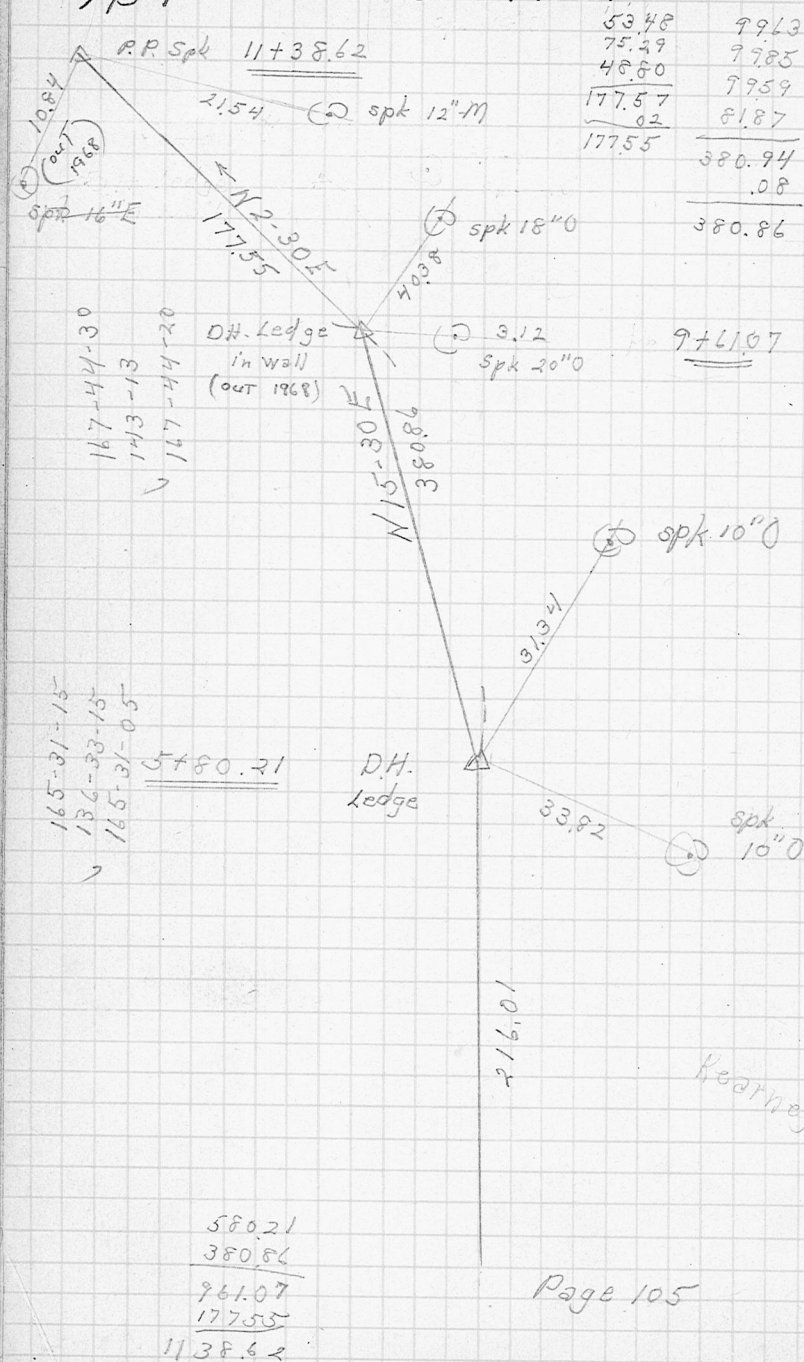
+8.5

12

0+8.5

18

2+



110/
157

PAGE ST. AVON

Inst.

Tape

Wthr & Temp.

Date

Crew

111

11+3862

45A 5 15

11-

4 + 6 17

21

17.5

+83

+83

170°

25

Lines +89

15.5

10+

18 3 + 7 17

+16

Lines +28

10-

27.5 6 + 3 7.5

31

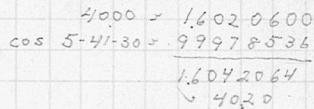
29

+82

Lines +79

Plotted

Stone
Post



Note: See Note Book
300 pp. 30 for
1968 connection of
Wales St. and Page St.

See N.B 172 P150

9/14/66
CF

116/157 Mass 3003g Ave Sharon

117

74-20	Drive to	0	9	20	25	50	75	100
	Water Tower	8.6	9.0	8.3	8.0	5.3	2.4	+1.0
	Rt.	299.9	299.5	300.2	300.5	303.2	306.1	309.5

74+	50	35	25	16	11	0	10	20	25	40	50
	9.6	8.6	9.3	8.9	8.9	8.6	8.8	8.7	8.6	8.0	7.1
	298.9	299.9	299.2	299.6	299.6	299.9	299.7	299.8	299.9	300.5	301.4

74+91	4 Tar	0	12 ^E	20	25	40	50	60	78	91
	Drive Rt.	8.3	8.7	9.1	9.3	9.2	9.0	8.9	8.48	1.27
	(Flooded 6" Water)	300.2	299.8	299.4	299.2	299.3	299.5	299.6	300.06	307.27

75-	50	40	25	16	12	9	0	11	20	25	35	40	50
	7.7	7.6	7.7	7.5	8.4	8.6	8.2	8.6	8.9	8.6	8.3	7.5	6.2
	300.8	300.9	300.8	301.0	300.1	299.9	300.3	299.9	299.6	299.9	300.2	301.0	302.3

75+	50	35	25	15	10	6	0	5	11	21	25	35	50
	4.9	5.9	6.0	5.6	7.8	8.4	8.1	8.1	8.1	7.7	7.4	6.5	5.6
	303.6	302.6	302.5	302.9	300.7	300.1	300.4	300.4	300.4	300.8	301.1	302.0	302.9

75+10 Rt 70 1.21 306.24X 3.52 305.02 (305.03) R.O.C. Bot. Conc. 5thp N.B. 172 P.150

76-	50	40	25	12	7	4 ^E	0	6	16	25	40	50
	5.0	4.2	3.7	3.9	5.5	5.7	5.5	5.3	5.5	5.3	5.2	4.9
	301.2	302.0	302.5	302.3	300.7	300.5	300.7	300.9	300.7	300.9	301.0	301.3

76+13	4 Tar	0	6	16 ^E	20	25	40	50	60	75
	Drive Rt	5.5	5.2	5.5	5.7	5.7	5.3	4.9	4.4	3.7
		300.7	301.0	300.7	300.5	300.5	300.9	301.3	301.8	302.5

76+28 Rt 76 4.07 306.62X 3.67 302.57 (302.55) L.O.C. Conc. 5thp N.B. 172 P.150

76+	50	40	25	10	6	4 ^E	0	8	17	25	40	50	51
	8.5	7.7	6.5	5.0	5.8	5.9	5.8	5.4	5.8	5.3	5.1	4.9	2.70
	298.7	298.9	300.1	301.6	300.8	300.7	300.8	301.2	300.8	301.3	301.5	301.7	303.92

PLOTTED

118 Massapeag Ave Sharon

77-157

50	35	25	12	5	1	0
7.5	7.2	7.0	6.8	5.5	6.0	5.9
299.1	299.4	299.6	299.8	300.1	300.5	300.7

119

20	25	27	40	50
5.4	5.7	5.3	4.8	4.6
301.2	300.9	301.3	301.8	302.0

77+30 at Edge TV

50	40	35	25	9	6	0
5.2	5.3	6.0	6.0	5.2	4.7	6.1
301.4	301.3	300.6	300.6	301.4	301.9	300.5

2	12	22	25	35	50
6.2	5.6	5.9	5.8	4.8	3.6
300.4	301.0	300.7	300.8	301.8	303.0

78-

50	37	25	20	8	0
5.7	3.7	3.2	3.2	6.8	6.5
300.9	302.9	303.4	303.4	299.8	300.1

4	15	25	33	50	51.1
6.5	6.1	6.3	6.2	4.1	0.2
300.1	300.5	300.3	300.4	302.5	306.3

78+38 Tar Drive Rt

0	5	16	26
7.0	7.2	6.6	7.1
299.6	299.4	300.0	299.5

32	50	60	75
7.1	4.9	3.7	2.5
299.5	301.7	302.9	304.1

78+

50	35	25	10	0
6.8	6.0	7.2	7.6	7.1
299.8	300.6	299.4	299.0	299.5

6	17	28	35	50
7.5	7.0	7.3	7.5	5.1
299.1	299.6	299.3	299.1	301.5

78+96

50	40	25
5.1	5.1	5.6
301.5	301.5	301.0

20	7	0
6.0	8.0	8.4
300.6	298.6	298.2

79-

50	40	25	15	5	0
6.0	6.3	7.1	7.8	9.3	8.4
300.6	300.3	299.5	298.8	297.3	298.2

8	19	30	38	50
8.9	8.2	8.6	8.5	6.3
297.7	298.4	298.0	298.1	300.3

T.P. Hyd

7.88	307.28	7.22	299.40
------	--------	------	--------

79+10

50	40	25
8.3	9.3	10.6
299.0	298.0	296.7

12	5	0
11.4	10.3	9.4
295.9	297.0	297.9

79+

50	40	25	15	5	0
11.9	12.2	12.9	12.8	12.9	11.2
295.4	295.1	294.4	294.5	294.4	296.1

5	11	21	33	38	47	50
10.3	10.3	9.6	10.0	9.9	8.0	7.7
297.0	297.0	297.7	297.3	297.4	299.3	299.6

PLOTTED

9/14/66

VCF

4 120/157 Massapoag Ave. Sharon

7/1/80 2 Tar 307.28 π 5 12 23 297.1

Drive Rt

11.0 11.2 10.5 9.9 296.3 296.1 296.8 297.4

80- 50 35 25 15 0 7 12.5 12.2 12.2 11.6 11.4 10.9 294.8 295.1 295.1 295.7 295.9 296.4

80+50 12" Cu/v 25 15 0 7 10.9 11.6 11.8 11.9 296.4 295.7 295.5 295.4

on Sta.

80+50 50 35 0 10.6 10.5 296.7 296.8

80+96 0 4 7 18 11.2 10.7 9.4 9.6 296.1 296.6 297.9 297.7

2 Tar Drive Rt

81- 50 40 25 15 0 1 8.0 9.9 10.8 11.4 11.4 10.8 299.3 297.4 296.5 295.9 295.9 296.5

81+30 50 40 25 13 0 5.9 6.1 7.6 9.2 10.2 291.4 301.2 299.7 298.1 297.1

81+ 50 35 25 10 0 5.8 5.5 5.3 6.8 8.0 301.5 301.8 302.0 300.5 299.3

81+80 50 40 25 15 0 4.4 4.2 3.7 3.1 2.7 302.9 303.1 303.6 304.2 304.6

81+11 Rt+88 2.37 384.91 4.75 30965 304.90

82- 50 40 25 20 10 0 7.2 6.5 5.8 5.5 4.9 4.4 302.5 303.2 303.9 304.2 304.8 305.3

CF 121

33 39 50 75 90 90 10.2 10.4 8.9 3.3 0.54 297.1 296.9 298.4 304.0 306.74 310.74

14 25 35 44 50 10.6 10.0 10.3 10.3 9.5 296.7 297.3 297.0 297.0 297.8

Inv. 12" Conc Top Conc 7 7 Header 16 27 37 12.43 10.28 10.1 9.4 9.8 294.85 297.00 297.2 297.9 297.5

Top Conc Header 48 48 18 60 65 9.98 12.4 11.7 9.8 8.0 297.30 295.07 295.6 297.5 299.3

29 39 45 50 75 95 8.9 9.1 9.2 8.9 7.5 6.5 298.4 298.2 298.1 298.4 299.8 300.8

8 18 30 40 50 95 9.6 9.5 8.8 8.9 8.7 7.2 297.7 297.8 298.5 298.4 298.6 307.50

5 10 19 30 41 50 10.1 9.4 9.0 8.3 8.5 8.2 297.2 297.9 298.3 299.0 298.8 299.1

7 12 21 31 42 50 8.8 8.1 8.5 7.9 8.1 8.0 298.5 299.2 298.8 299.4 299.2 299.3

13 15 23 33 44 50 4.1 4.3 7.5 7.0 7.3 7.3 303.2 301.0 299.8 300.3 300.0 300.0

(304.90) L.O.C. Bot. Conc. Stop 4.8. 172 P. 150

B.M. above

10 14 19 23 25 33 46 50 2.8 3.9 8.5 9.3 9.3 8.8 9.1 8.3 305.9 305.8 301.2 300.4 300.4 300.9 300.6 301.4

PLOTTED

Minah 2/22/4

122/157 Massapoag Ave $\bar{\pi}$ Sharon

82+ $\begin{array}{r} 50 \\ 63 \\ 303.4 \\ 6.57 \end{array}$ $\begin{array}{r} 40 \\ 6.6 \\ 303.1 \\ 309.78 \end{array}$ $\begin{array}{r} 25 \\ 6.4 \\ 303.3 \\ 6.74 \end{array}$ $\begin{array}{r} 10 \\ 5.1 \\ 304.6 \\ 302.91 \end{array}$ $\begin{array}{r} 0 \\ 4.2 \\ 305.5 \\ \end{array}$

$\begin{array}{r} 10 \\ 3.4 \\ 306.3 \\ \end{array}$ $\begin{array}{r} 16 \\ 3.1 \\ 306.6 \\ \end{array}$ $\begin{array}{r} 21 \\ 6.9 \\ 302.8 \\ \end{array}$ $\begin{array}{r} E \\ 2.5 \\ 6.4 \\ 303.3 \end{array}$ $\begin{array}{r} \pm TW \\ 3.8 \\ 8.1 \\ 301.6 \end{array}$ $\begin{array}{r} E \\ 5.0 \\ 8.4 \\ 301.3 \end{array}$ $\begin{array}{r} 6.0 \\ 2.7 \\ 307.0 \end{array}$
Spk Pole # 84 (302.91)

83- $\begin{array}{r} 50 \\ 11.8 \\ 298.0 \\ 3.11 \end{array}$ $\begin{array}{r} 40 \\ 12.5 \\ 297.3 \\ 306.02 \end{array}$ $\begin{array}{r} 25 \\ 11.4 \\ 298.4 \\ 302.91 \end{array}$ $\begin{array}{r} 10 \\ 9.6 \\ 300.2 \\ 302.91 \end{array}$ $\begin{array}{r} 0 \\ 7.7 \\ 302.1 \\ \end{array}$

$\begin{array}{r} 10 \\ 6.2 \\ 303.6 \\ \end{array}$ $\begin{array}{r} 20 \\ 4.4 \\ 305.4 \\ \end{array}$ $\begin{array}{r} 25 \\ 7.2 \\ 302.6 \\ \end{array}$ $\begin{array}{r} E \\ 2.7 \\ 301.9 \\ \end{array}$ $\begin{array}{r} \pm TW \\ 3.8 \\ 7.3 \\ 302.5 \end{array}$ $\begin{array}{r} E \\ 4.9 \\ 7.7 \\ 302.1 \end{array}$ $\begin{array}{r} 5.0 \\ 7.5 \\ 302.3 \end{array}$ $\begin{array}{r} 6.0 \\ 0.3 \\ 309.5 \end{array}$
T.P. above

83+ $\begin{array}{r} 50 \\ 17.0 \\ 289.0 \end{array}$ $\begin{array}{r} 40 \\ 15.6 \\ 290.4 \end{array}$ $\begin{array}{r} 25 \\ 13.6 \\ 292.4 \end{array}$ $\begin{array}{r} 10 \\ 10.8 \\ 295.2 \end{array}$ $\begin{array}{r} 0 \\ 7.6 \\ 298.4 \end{array}$

$\begin{array}{r} 7 \\ 4.0 \\ 302.0 \end{array}$ $\begin{array}{r} 15 \\ 3.2 \\ 302.8 \end{array}$ $\begin{array}{r} 25 \\ 4.1 \\ 301.9 \end{array}$ $\begin{array}{r} E \\ 2.8 \\ 301.7 \end{array}$ $\begin{array}{r} \pm TW \\ 4.0 \\ 3.9 \\ 302.1 \end{array}$ $\begin{array}{r} E \\ 4.9 \\ 4.0 \\ 302.0 \end{array}$ $\begin{array}{r} 5.0 \\ 3.9 \\ 302.1 \end{array}$ $\begin{array}{r} 6.0 \\ 0.4 \\ 305.6 \end{array}$

84- $\begin{array}{r} 50 \\ 12.2 \\ 293.8 \\ 2.98 \end{array}$ $\begin{array}{r} 40 \\ 8.7 \\ 297.3 \\ 303.01 \end{array}$ $\begin{array}{r} 25 \\ 3.9 \\ 302.1 \\ 5.99 \end{array}$ $\begin{array}{r} 10 \\ 4.3 \\ 301.7 \\ 300.03 \end{array}$ $\begin{array}{r} 0 \\ 5.3 \\ 300.7 \\ \end{array}$

$\begin{array}{r} 10 \\ 5.1 \\ 300.9 \end{array}$ $\begin{array}{r} 25 \\ 4.9 \\ 301.1 \end{array}$ $\begin{array}{r} E \\ 3.5 \\ 301.6 \end{array}$ $\begin{array}{r} \pm TW \\ 4.7 \\ 4.6 \\ 301.4 \end{array}$ $\begin{array}{r} E \\ 5.0 \\ 4.1 \\ 301.9 \end{array}$ $\begin{array}{r} 6.0 \\ 3.6 \\ 302.4 \end{array}$
T.P. stone in st.

84+ $\begin{array}{r} 50 \\ 6.1 \\ 296.9 \end{array}$ $\begin{array}{r} 46 \\ 4.6 \\ 298.4 \end{array}$ $\begin{array}{r} 40 \\ 4.5 \\ 298.5 \end{array}$ $\begin{array}{r} 25 \\ 5.0 \\ 298.0 \end{array}$ $\begin{array}{r} 10 \\ 5.0 \\ 298.0 \end{array}$ $\begin{array}{r} 0 \\ 5.1 \\ 297.9 \end{array}$

$\begin{array}{r} 10 \\ 4.1 \\ 298.9 \end{array}$ $\begin{array}{r} 22 \\ 3.8 \\ 299.2 \end{array}$ $\begin{array}{r} 25 \\ 3.7 \\ 299.3 \end{array}$ $\begin{array}{r} E \\ 3.3 \\ 3.5 \\ 299.5 \end{array}$ $\begin{array}{r} \pm TW \\ 4.3 \\ 3.7 \\ 299.3 \end{array}$ $\begin{array}{r} E \\ 5.0 \\ 3.4 \\ 299.6 \end{array}$
T.P. above

84+50+ Sill Ho*412 Rt 103' +2.32
311.63 ✓

84+77 $\begin{array}{r} 0 \\ 11.7 \\ 297.6 \end{array}$ $\begin{array}{r} 10 \\ 11.2 \\ 298.1 \end{array}$ $\begin{array}{r} E \\ 1.8 \\ 11.6 \\ 297.7 \end{array}$

$\begin{array}{r} 25 \\ 11.3 \\ 298.0 \end{array}$ $\begin{array}{r} \pm TW \\ 2.9 \\ 11.6 \\ 297.7 \end{array}$ $\begin{array}{r} E \\ 3.9 \\ 11.5 \\ 297.8 \end{array}$ $\begin{array}{r} 5.0 \\ 10.1 \\ 299.2 \end{array}$ $\begin{array}{r} 7.5 \\ 4.8 \\ 304.5 \end{array}$ $\begin{array}{r} 10.0 \\ 1.1 \\ 308.2 \end{array}$ $\begin{array}{r} F.I. Gar. \\ 11.1 \\ 0.10 \\ 309.2 \end{array}$
T.P. above

85- $\begin{array}{r} 60 \\ 12.2 \\ 289.0 \end{array}$ $\begin{array}{r} 50 \\ 11.7 \\ 289.5 \end{array}$ $\begin{array}{r} 40 \\ 9.7 \\ 291.5 \end{array}$ $\begin{array}{r} 35 \\ 9.0 \\ 292.2 \end{array}$ $\begin{array}{r} 25 \\ 5.6 \\ 295.6 \end{array}$ $\begin{array}{r} 10 \\ 4.8 \\ 296.4 \end{array}$ $\begin{array}{r} 0 \\ 4.2 \\ 297.0 \end{array}$

$\begin{array}{r} 7 \\ 5.2 \\ 296.0 \end{array}$ $\begin{array}{r} 17 \\ 4.3 \\ 296.9 \end{array}$ $\begin{array}{r} 25 \\ 4.3 \\ 296.9 \end{array}$ $\begin{array}{r} E \\ 2.8 \\ 4.3 \\ 296.9 \end{array}$ $\begin{array}{r} \pm TW \\ 3.8 \\ 4.8 \\ 296.4 \end{array}$ $\begin{array}{r} E \\ 5.0 \\ 3.2 \\ 298.0 \end{array}$ $\begin{array}{r} 6.0 \\ 0.9 \\ 300.3 \end{array}$

85+ $\begin{array}{r} 60 \\ 7.8 \\ 293.4 \end{array}$ $\begin{array}{r} 50 \\ 8.9 \\ 293.3 \end{array}$ $\begin{array}{r} 38 \\ 10.2 \\ 291.0 \end{array}$ $\begin{array}{r} 35 \\ 9.1 \\ 292.1 \end{array}$ $\begin{array}{r} 25 \\ 10.4 \\ 290.8 \end{array}$ $\begin{array}{r} 15 \\ 10.2 \\ 291.0 \end{array}$ $\begin{array}{r} 6 \\ 9.3 \\ 291.9 \end{array}$ $\begin{array}{r} 0 \\ 8.0 \\ 292.6 \end{array}$ $\begin{array}{r} 293.2 \end{array}$

$\begin{array}{r} 12 \\ 6.7 \\ 294.5 \end{array}$ $\begin{array}{r} 21 \\ 6.9 \\ 294.3 \end{array}$ $\begin{array}{r} 35 \\ 7.0 \\ 294.2 \end{array}$ $\begin{array}{r} E \\ 3.2 \\ 7.4 \\ 293.8 \end{array}$ $\begin{array}{r} \pm TW \\ 4.0 \\ 6.1 \\ 295.1 \end{array}$ $\begin{array}{r} E \\ 5.0 \\ 4.3 \\ 296.9 \end{array}$ $\begin{array}{r} 6.0 \\ 2.8 \\ 298.4 \end{array}$
PLOTTED ✓ Minab 2/23/56

124

Massapoia Ave

301.24

Sharon

125

T.P. Hyd. @ Lakeview St.

85+44 $\frac{1}{2}$ TW. Lakeview Ave ask.

300	150	200	150	100	75	50	25	0
20.7	20.1	18.1	14.2	10.0	8.2	6.3	4.0	0.9
274.0	274.6	276.6	280.5	284.7	286.5	288.4	290.7	293.8

11.96

303.93

291.97

T.P. above

85+57 $\frac{1}{2}$ Gravel Drive Rt. ask.

0	9	18	25	39	40	50	75	100
10.8	10.0	10.0	10.4	10.7	9.3	7.4	3.7	1.3
293.1	293.9	293.9	293.5	293.2	294.6	296.5	300.2	302.6

86-1

Rt. 82 Sill Ho. 405 + 1.20

305.13

86-

35	41	50	60
10.6	7.0	5.2	3.2
293.3	296.9	298.7	300.7

3.08

295.05

291.97

T.P. above

87+10 Rt. 49

5.96

289.09

check B.M.

chis. $\square$ (289.12)

86-

61	50	40	25	22	18	11	5	0	6	15	25	27	30
9.0	8.6	8.6	9.1	6.3	6.8	6.2	3.2	3.3	3.8	4.1	4.9	4.9	3.8
286.1	286.5	286.5	286.0	288.8	288.3	288.9	291.9	291.8	291.3	291.0	290.2	290.2	291.3

100

90

83

79

70

6.9

6.9

5.6

7.8

9.7

288.2

288.2

289.5

287.3

285.4

86+

100	75	64	50	40	25	21	10	0	12	22	35	32	40	50
10.9	10.9	11.8	12.0	12.4	11.3	11.3	6.9	7.1	7.4	8.1	7.3	2.8	1.5	10.3
284.2	284.2	283.3	283.1	282.7	283.8	283.8	288.2	288.0	287.7	287.0	287.8	292.3	293.6	295.4

2.27

291.39

289.12

B.M. chis. $\square$ above

87-

60	50	40	25	15	8	0	11	21	25	35	44	50
8.7	9.9	9.5	9.4	8.2	5.6	5.9	6.1	6.6	7.5	6.6	4.8	1.3
282.7	281.5	281.9	282.0	283.2	285.8	285.5	285.3	284.8	283.9	284.8	286.6	290.1

8.00

297.12

289.12

B.M. above

87+29 $\frac{1}{2}$ Bit Drive Rt. ask.

0	10	21	25	40	50	75	100
13.2	13.5	14.2	13.4	10.7	9.0	5.3	2.4
283.9	283.6	282.9	283.7	286.4	288.1	291.8	294.7

Minah

2/23/56

Plotted

126
RV/57 M297.12 ✓
K

127

87+50±

Rt. 96

Sill Ho #404

+0.95

298.07

103

290.15 ✓

289.12

B.M. above

87+

	50	40	25	10	F	ΔTW.	F	25	31	40	50
	9.3	9.1	8.2	6.9	6.8	6.8	7.2	6.0	5.5	2.9	1.7
	280.9	281.1	282.0	283.3	283.4	283.4	283.0	282.2	284.7	287.3	288.5

88-

	50	35	25	10	F	ΔTW.	F	25	40	50
	10.0	9.9	8.2	6.0	7.7	7.7	8.2	8.8	6.5	3.1
	280.2	280.3	282.0	282.2	282.5	282.5	282.0	281.4	283.7	287.1

7.91 282.24 ✓ check Pole #77 (282.23)

4.99

287.22 ✓

282.23 ✓

T.P. Pole #77

88+

	50	40	25	20	10	F	ΔTW.	F	25	30	40	50
	7.9	7.9	8.0	7.7	5.8	5.7	6.1	6.7	6.0	3.8	2.1	0.4
	279.3	279.3	279.2	279.5	281.4	281.5	281.1	280.5	281.2	283.4	285.1	286.8

89-

	50	40	25	10	0	F	ΔTW.	F	22	25	28	33	40	50
	9.2	8.3	7.4	6.9	6.5	6.5	6.5	6.5	7.0	6.7	5.9	4.3	3.2	1.9
	278.0	278.9	279.8	280.3	280.7	280.7	280.7	280.7	280.2	280.5	281.3	282.9	284.0	285.3

95.9

291.82 ✓

282.23 ✓

T.P. above

89+19

Gravel Drive Rt. 89.

	F	ΔTW.	F	25	40	50	75	100
	0	10	21	25	40	50	75	100
	11.5	11.3	11.7	11.1	9.4	8.5	4.8	2.0
	280.3	280.5	280.1	280.7	282.4	283.3	287.0	289.8

Snow

89+50±

Rt. 97

Sill Ho #400

+2.03

293.85

4.82

287.05 ✓

282.23 ✓

T.P. above

89+

	50	46	40	25	10	0	F	ΔTW.	F	25	28	36	40	50	60
	11.9	10.0	8.8	8.1	7.4	6.8	6.9	6.8	7.1	7.1	6.4	5.0	2.4	1.4	
	275.2	277.1	278.3	279.0	279.7	280.3	280.2	280.3	280.0	280.0	280.7	282.1	284.7	285.7	

PLOTTED

← Misha 2/23/56

128/157

408

286.31 ✓

282.23 ✓

T.P. Pile #77

CF

129

90-	50	40	25	17	7	0	E	4TW	25	33	40	50
	13.4	13.5	12.7	12.2	7.0	7.6	14.65	22.62	6.1	6.2	6.2	6.2
272.7		272.8	273.6	274.1	279.3	279.7	279.8	280.1	280.2	280.1	280.1	280.1

90+40	Gravel Drive Rt. Sq.	0	5	21	25	29	38	50	75	100	118
		104	70	63	60	57	58	57	44	2.1	0.0
275.9		279.3	2800	280.3	280.6	280.5	280.6	281.9	284.2	286.3	

90+	50	40	25	10	0	5	10	21	25	29	40	50
	12.9	12.9	12.9	12.5	9.6	70	6.1	6.1	5.6	5.6	5.7	5.8
273.4		273.4	273.4	273.8	276.7	279.3	280.2	280.2	280.7	280.7	280.6	280.5

90+92	Rt 4'	Top Conc Header	8.87	277.44
		Flow 12" Conc Pipe	10.81	275.50

91-	50	40	25	10	0	10	19	24	25	33	45	50
	13.8	13.3	12.8	12.0	10.9	7.5	4.6	4.6	4.6	4.0	4.4	5.0
272.5		273.0	273.5	274.3	275.4	279.8	281.7	281.7	281.7	282.3	281.9	281.3

90+97	Rt 60'	Flow 4" I Drain Pipe	6.41	279.90
				T.P. Pile #77
6.97	289.20 ✓	282.23 ✓		

90+75	Rt. 120' Sill Ho #392	+ 115	290.35	check LOC step Ho #392 (288.01)
			119	288.01

91+	50	40	25	20	10	0	8	16	25	35	47	50
	12.4	11.4	10.3	10.2	9.8	8.7	7.8	5.4	5.4	4.9	5.4	5.7
276.8		277.8	278.9	279.0	279.4	280.5	281.4	283.8	283.8	284.3	283.8	283.5
880	297.27 ✓	073	288.47 ✓				T.P. Hyd Sta 72					

91+74	Gravel Drive Rt. ask.	0	10	35	4TW	46	50	75	100	125
		143	126	126	12.0	11.8	11.1	7.6	3.8	1.5
283.0	284.7	284.7	285.3	285.5	286.2	289.7	293.5	295.8		

92+25 ±	Rt. 108 Sill Ho #382	+ 051	297.78	PLOTTED
			288.47 ✓	
331	291.78 ✓			Hyd. above

✓ Minah 2/23/54

92-	50 14.0	40 12.6	25 10.8	10 8.2	0 6.9	10 6.0
	277.8	279.2	281.0	283.6	284.9	285.8

92+	50 11.1	40 10.1	25 8.8	10 4.6	0 3.4	10 2.5
	280.7	281.7	285.0	287.2	288.4	289.3
		4.60	293.07 ✓	288.47 ✓		

@ Found

93-	48 11.2	40 11.0	25 9.5	20 8.6	12 7.2	0 5.2	10 5.3
	281.9	282.1	283.6	284.5	285.9	287.9	287.8

93-	Lt 48	Top Conc Found.	395
			289.12

93+	50 13.3	40 11.8	25 8.0	10 7.0	0 5.8	10 5.7
	279.8	281.3	285.1	286.1	287.3	287.4
		0	0.51	292.56		

94-	Rt 83	Sill Ho.	372	+1.34	294.41
		0.20	292.71 ✓	292.51 ✓	

94-	50 12.7	40 12.0	25 9.9	20 9.0	10 7.8	0 5.5	10 5.6
	280.0	280.7	282.8	283.7	284.9	287.2	287.1

94+15	End	97	50	40
		16.0	12.0	10.9
		276.7	280.7	281.8

94+	50 9.2	40 8.9	28 8.4	25 7.6	21 4.9	5 3.2	0 5.1
	283.5	283.8	284.3	285.1	287.8	289.5	287.6

94+	Lt 72±	Sill New Ho.	6.99
			285.72 ✓

E	24	25	35	44	50	60
	6.2	6.2	5.8	6.0	5.7	5.3
	285.6	285.6	286.0	285.8	286.1	288.5

E	19	25	28	38	48	53	60
	5.6	5.3	5.2	5.4	4.5	0.4	0.5
	287.5	287.8	287.9	287.7	288.6	292.7	292.6

E	13	24	25	32	40	50	75	100
	5.8	5.3	5.3	5.3	4.9	4.1	2.7	1.4
	287.3	287.8	287.8	287.8	288.2	289.0	290.4	291.7

check stop Ho. 372

(292.51)

B.M. above

PLOTTED

✓ Minab 2/23/56

132/157

292.71 ✓
Σ

75-	50	40	25	21	10	E	0	Σ
	100	95	77	68	56	49	49	
282.7	283.2	285.0	285.9	287.1	287.8	287.8		
	211	294.62 ✓			292.51			
		Σ						

95+05	Bit Drive Rt. Rad.	0	Σ	17	25	40	50	Conc. Fl. Gar.
		68	63	64	62	54	47	93
		287.8	288.3	288.2	288.4	289.2	289.9	291.5
95+	Rt. 93 Sill Ho #362	+1.25						292.37
		295.87						

75+	50	40	25	15	E	0	Σ	14	25	35	50
	123	110	85	70	65	60		59	60	58	55
282.3	283.6	286.1	287.6	288.1	288.6		288.7	288.6	288.8	289.7	291.1

95+76 Top conc box culv. (couldn't get at flow of outlet) 24' Rt. 744
287.18
check Brick step new ho Lt. (284.77)
B.M. above

96-	50	45	35	25	15	E	0	Σ	12	17	22	25	40	50
	118	115	112	90	73	70	63	62	64	68	76	76	67	59
283.7	2840	2893	2865	2882	288.5	289.2	289.3	289.1	288.7	287.9	287.9	289.8	289.6	
96+20	Lt. 85	Sill. New Ho.			10.10									
					285.37									

96+45	Bit Drive Lt. Rad.	End	79	50	35	25	20	E	0	Σ	10	17	23	25	30	40	50
			10.8	95	85	73	67	64	56		57	57	68	63	58	52	22
		284.7	2860	2870	288.2	288.8	289.1	289.9			289.8	289.8	288.7	289.2	291.7	292.3	293.3

97-	50	40	33	30	25	20	11	0	Σ	10	19	25	33	42	50
	82	80	71	58	60	54	53	50		51	41	37	30	04	10.5
287.3	287.5	288.4	289.7	289.5	290.1	290.0	290.5	290.4	291.4	291.8	293.5	295.1	296.0		

97+23	Gravel Drive Rt. ask.	0	11	20	25	35	50	75	100	Σ	5.0	5.1	4.8	4.5	3.7	2.4	1.5	0.6
											290.5	290.4	290.7	291.0	291.8	293.1	294.0	294.9

PLOTTED

133

V.M. 2/23/18

134
RD/157

1045

295.22

28477

B.M. new house

L.S. - 102

135

97+	50	40	25	20	10	0	1	E	11	15	21	25	40	50
	<u>6.9</u>	<u>6.7</u>	<u>6.0</u>	<u>5.6</u>	<u>5.2</u>	<u>4.7</u>	<u>4.7</u>		<u>4.9</u>	<u>4.5</u>	<u>2.4</u>	<u>2.2</u>	<u>2.0</u>	<u>1.3</u>
	288.3	288.5	289.2	289.6	290.0	290.5	290.5		290.3	290.7	292.8	293.0	293.2	293.9
	11.50	298.36		836	286.86			T.P. L.O.C. Bot Brick step Ho* 345 Lt						

97+94	2 Peastone Drive Rt. ask.	0	10	20	25	40	50	75	100
		<u>8.5</u>	<u>8.7</u>			<u>6.2</u>	<u>5.3</u>	<u>3.1</u>	<u>1.0</u>
		289.9	289.7			290.4	290.9	292.2	297.4
98-	Sill Ho Rt. 94	+206	300.42						
	652	293.38	286.86						

98-	<u>50</u> 6.1	<u>40</u> 5.5	<u>25</u> 4.6	<u>20</u> 4.2	<u>11</u> 4.0	<u>0</u> 3.4	E 290.0	<u>10</u> 3.8	<u>15</u> 3.0	<u>19</u> 1.5	<u>25</u> 2.0	<u>40</u> 1.3	<u>50</u> 0.4		
	287.3	287.9	288.8	289.2	289.4	290.0		289.6	290.4	291.9	291.4	292.1	293.0		
							on conc.								
98+	<u>90</u> 8.69	<u>50</u> 6.90	<u>40</u> 6.33	<u>25</u> 5.42	<u>23</u> 5.37	<u>20</u> 5.2	E 288.5	<u>12</u> 4.9	<u>3</u> 4.8	<u>0</u> 4.8	<u>7</u> 5.0	<u>16</u> 3.3	<u>25</u> 3.1	<u>40</u> 2.6	<u>50</u> 2.3
	284.69	286.49	287.05	287.96	288.01	288.2		288.5	288.6	288.6	288.4	290.1	290.3	290.8	291.1

99-	50	40	25	20	12	3	0	E	7	15	25	35	50
	<u>6.5</u>	<u>6.6</u>	<u>6.5</u>	<u>6.5</u>	<u>6.4</u>	<u>6.2</u>	<u>6.2</u>		<u>6.3</u>	<u>5.6</u>	<u>5.8</u>	<u>6.1</u>	<u>4.5</u>
	286.9	286.8	286.9	286.9	287.0	287.2	287.2		287.1	287.8	287.6	287.3	288.9

99±06	Lt 47	Top Cesspool	644	286.94
		✓ 652	286.86	
	4.82	291.68	286.86	
		6.48	285.20	

T.P. step (286.86)

check B.M. L.O.C. Bot Brick step Ho* 328 (285.19)

99+28±	Lt 53	Sill Ho* 345	4.61	287.07
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99+	50	40	25	14	4	0	E	5	15	25	40	50
	<u>6.8</u>	<u>6.3</u>	<u>6.1</u>	<u>6.0</u>	<u>5.7</u>	<u>5.8</u>		<u>5.9</u>	<u>5.2</u>	<u>4.4</u>	<u>2.8</u>	<u>2.7</u>
	284.9	285.4	286.6	285.7	286.0	285.9		285.8	286.5	287.3	288.9	289.0

PLOTTED

✓ Minah 2/23/56

136/157

291.68 ✓
K

99+60± E Gravel Drive Lt. ask. $\frac{100}{73}$ $\frac{75}{8.4}$ $\frac{50}{77}$ $\frac{40}{75}$ $\frac{25}{67}$ $\frac{14}{62}$ $\frac{6}{6.0}$ $\frac{0}{6.0}$
 282.4 283.3 284.0 284.2 285.0 285.5 285.7 285.7
 99+72± Rt. 56 Sill Ho #332 1.33
 290.35

99+92± E Bit Drive Rad. $\frac{0}{6.9}$ $\frac{5}{7.0}$ $\frac{15}{6.0}$ $\frac{25}{5.0}$ $\frac{40}{3.9}$ $\frac{50}{3.3}$ $\frac{55}{3.03}$ $\frac{60}{2.8865}$
 284.0 284.7 285.7 286.7 287.8 288.4 288.65

100- $\frac{50}{8.7}$ $\frac{40}{8.2}$ $\frac{25}{7.7}$ $\frac{24}{6.0}$ $\frac{23}{7.2}$ $\frac{15}{7.2}$ $\frac{5}{7.0}$ $\frac{0}{7.1}$ $\frac{6}{7.3}$ $\frac{15}{6.2}$ $\frac{25}{5.4}$ $\frac{40}{4.3}$ $\frac{50}{3.7}$ $\frac{60}{3.6}$
 283.0 283.5 284.0 285.7 284.5 284.5 284.7 284.6 284.4 285.5 286.3 287.4 288.0 288.1

100+32.85 $\frac{50}{9.6}$ $\frac{40}{9.8}$ $\frac{25}{8.9}$ $\frac{24}{7.1}$ $\frac{23}{7.8}$ $\frac{15}{8.0}$ $\frac{5}{7.9}$ $\frac{0}{7.9}$ $\frac{6}{8.1}$ $\frac{15}{7.8}$ $\frac{25}{7.7}$ $\frac{40}{8.0}$ $\frac{50}{8.3}$ $\frac{75}{5.7}$
 282.1 281.7 282.8 284.6 283.9 283.7 283.8 283.8 283.6 283.9 284.0 283.7 283.4 284.0

100+46 Rt. 57 top C.B.

8.85
282.83

100+ $\frac{50}{10.9}$ $\frac{40}{10.1}$ $\frac{25}{9.7}$ $\frac{23}{6.7}$ $\frac{22}{7.9}$ $\frac{15}{8.6}$ $\frac{4}{8.3}$ $\frac{0}{8.4}$ $\frac{6}{8.4}$ $\frac{15}{8.4}$ $\frac{25}{8.4}$ $\frac{40}{8.3}$ $\frac{50}{8.3}$ $\frac{75}{7.9}$ $\frac{100}{7.1}$
 280.8 281.6 282.0 285.0 283.8 283.1 283.4 283.3 283.3 283.3 283.3 283.4 283.4 283.8 284.6

GN. Gorwin Drive
 @ walk
 $\frac{126}{6.3}$ $\frac{150}{4.8}$
 285.4 286.9

100+75 @ Gorwin Drive $\frac{0}{9.0}$ $\frac{6}{8.8}$ $\frac{15}{8.9}$ $\frac{25}{8.7}$ $\frac{40}{8.8}$ $\frac{50}{8.7}$ $\frac{74}{8.0}$ $\frac{102}{7.2}$ $\frac{125}{5.7}$
 282.7 282.9 282.8 283.0 282.9 283.0 283.7 284.5 286.0

100+77 Rt 52 top C.B. 8.90
 282.78

3.62

288.81

K

285.19 ✓

B.M. stop Ho #228

PLOTTED

137

138/151 MASSAPOAG AVE.

288.81
N

100+92 average $\pm$ T.W. Gorwin Drive Rt. ask.

101-	50	40	25	top	@ wall	E	$\pm$ TW
	102	10.0	8.4	2.4	2.3	14	4
	278.6	278.8	280.4	282.1	282.0	282.1	282.2
	1.15		286.34	✓	285.19		
			N				

101+30 $\pm$ Rt. 56 Still Ho. # 328 + 0.14
286.48

101+	$\pm$ Layout	5.4	280.9
102-	"	6.7	279.6
102+	"	8.0	278.3
103-		9.2	277.1
103+		10.3	276.0

1.15 285.19

PLOTTED

✓ Minoh 2/23/56

For additional

Sharon

139

0	50	100	150	200
6.5	5.6	4.7	2.6	0.0
282.3	283.2	284.1	286.2	288.8

	E	@ walk	Back walk				
0	7	12.5	18	25	40	50	75
6.6	6.8	6.4	6.1	6.0	5.5	5.0	4.4
282.2	2820	282.4	282.7	282.8	283.3	283.8	284.1

BM. stop Ho. # 328

check BM. (285.19)

X-sections see p. 156

~~140~~ is 7
Inst.

Tape

Wthr & Temp.

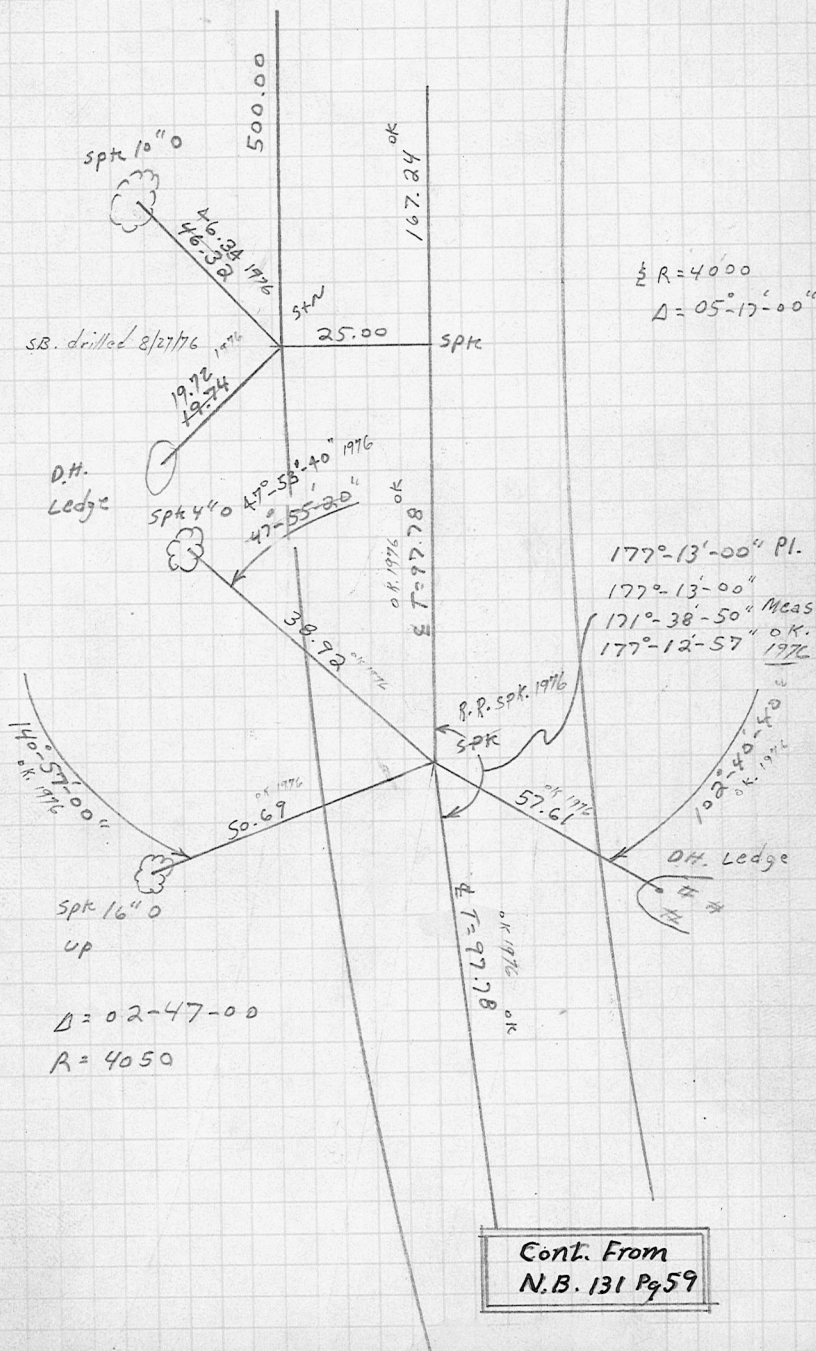
Date _____

Crew

Massapoag Ave Sharon
Staking Bound Pts.

Aug. 1974

141



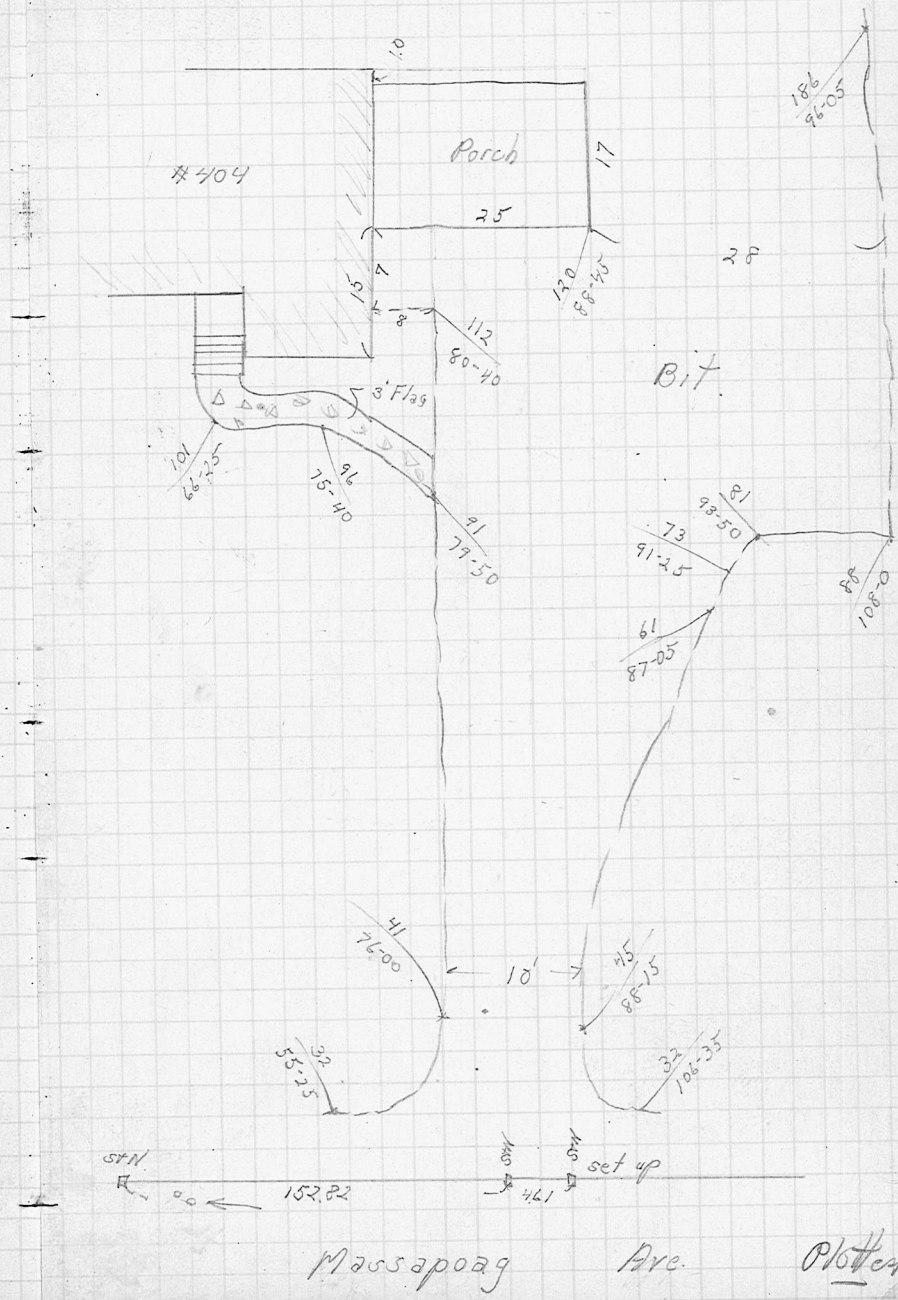
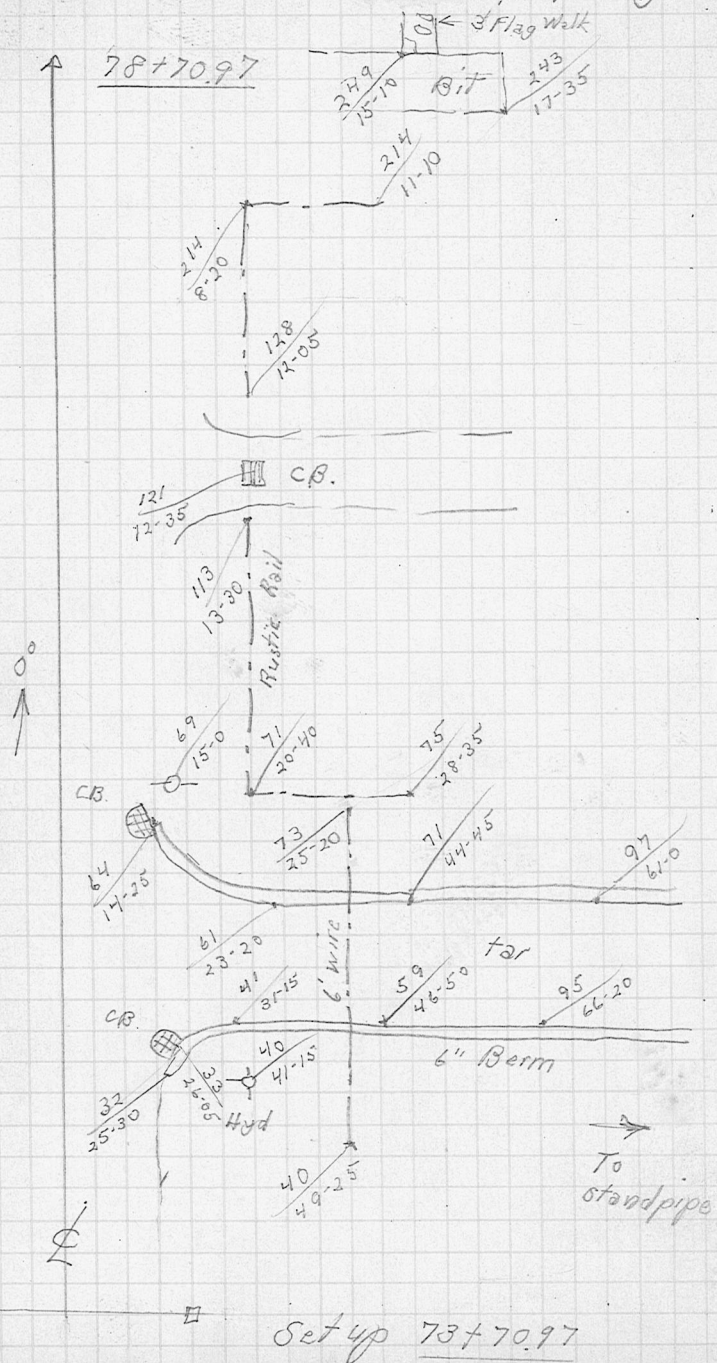
Sharon

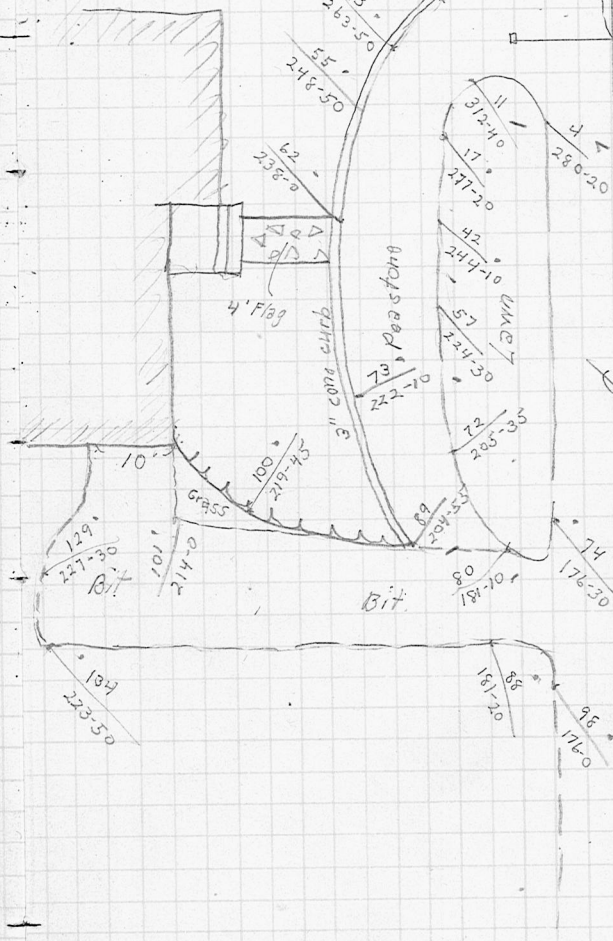
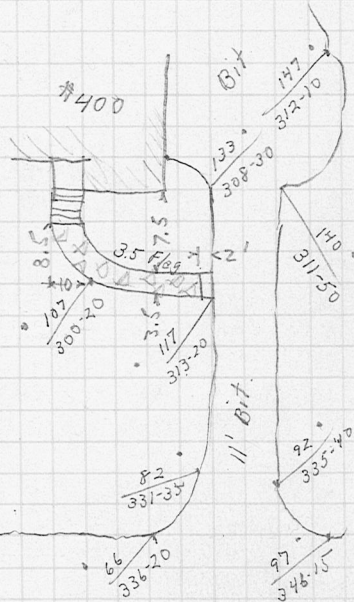
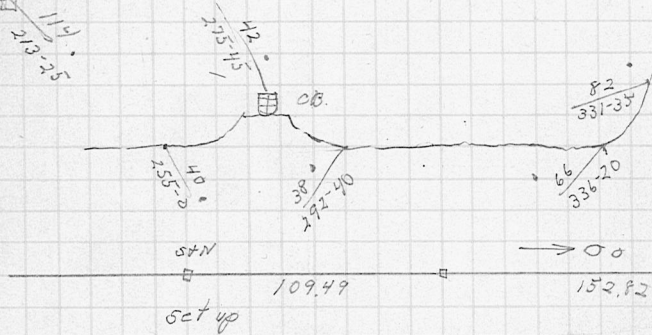
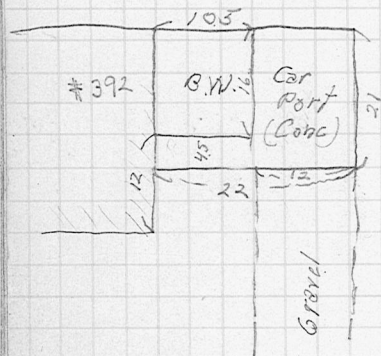
Sharon



LTD

K
LTD





Plotted



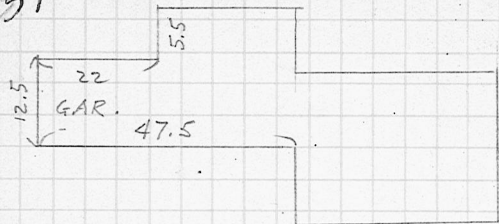
4 ~~150~~ Addition to #495 Massapoag Ave.

Sharon

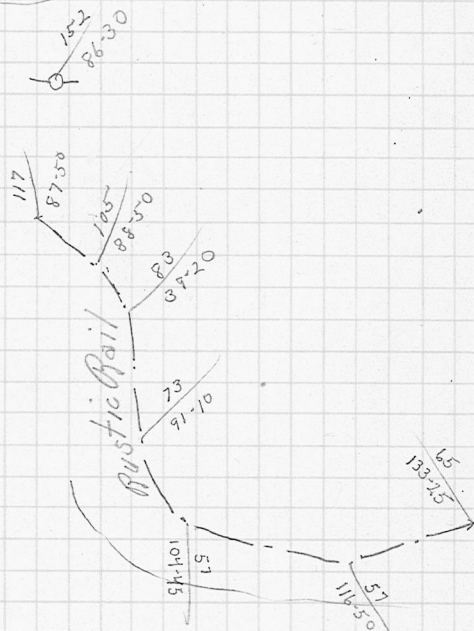
151

LMB

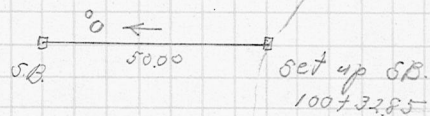
10073285



Massapoag Ave

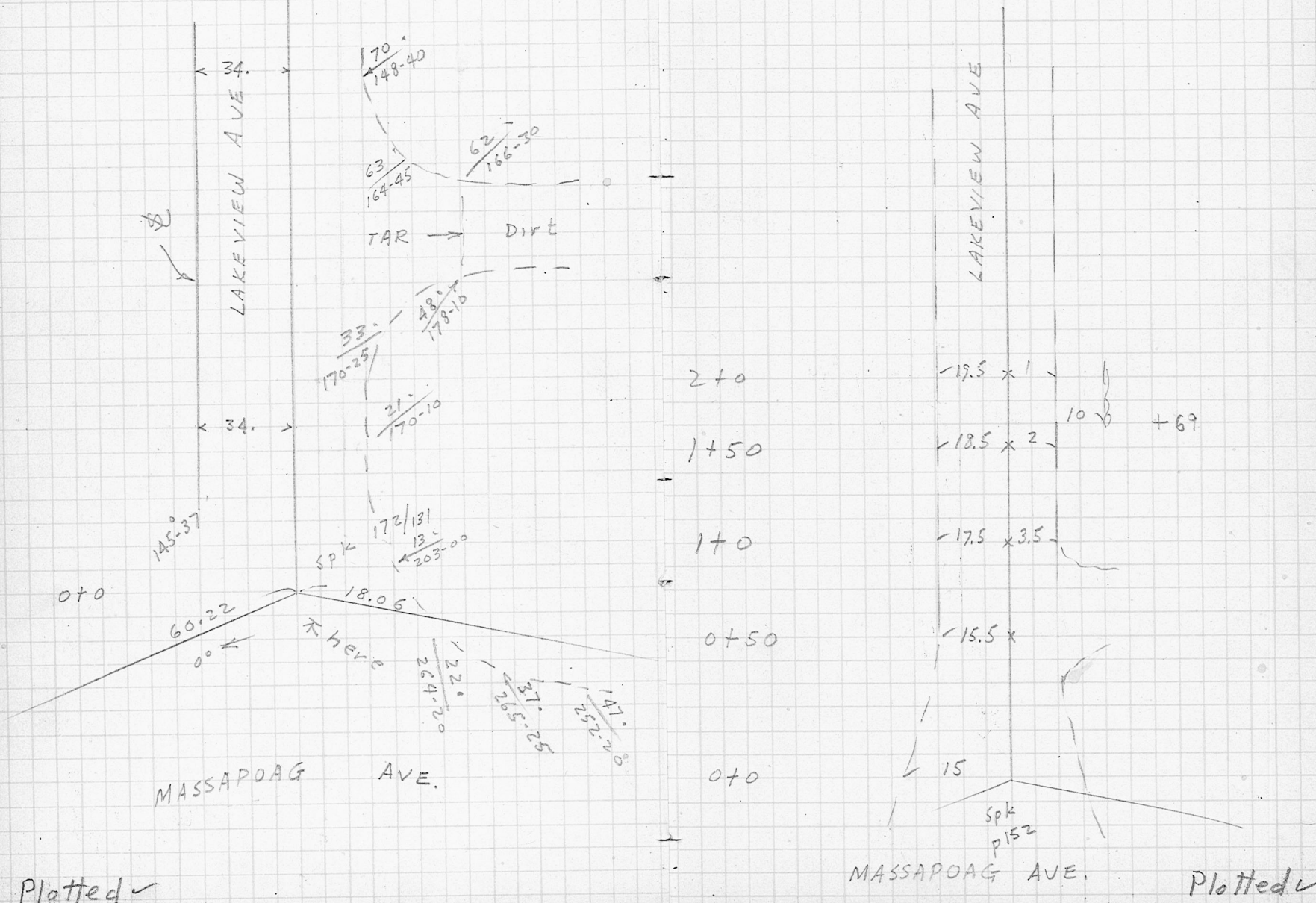


Gorwin Rd.



Plotted

151



$$\begin{array}{r} 292.51 \\ .21 \\ \hline 292.72 \end{array}$$

+ 0.21

$$\begin{array}{r} 292.72 \\ \hline \end{array}$$

B.M. 292.51 L.O.C. bot Conc. Step No 372

93+80

$$\begin{array}{r} 9.78 \\ 4.58 \\ \hline \end{array}$$

60	50	25	0
14.3	12.5	9.3	6.0
278.4	280.2	283.4	286.7

94+15 Bit. Dr. Lt. Sill #373

$$\begin{array}{r} 94 \\ 7.04 \text{ GAR. FL.} \rightarrow 14.36 \\ \hline 285.68 \end{array}$$

273.36

75	50	25	0	E.T.W.	E.T.W.
14.0	12.0	9.1	5.7	5	16
278.7	280.7	283.6	287.0	287.0	287.6

94+15 Bit. Dr. Lt. (U Drive)
Ask, Ahead94+65.5
Brick Steps Lt (2)

Sill #373

$$\begin{array}{r} 71 \\ 7.04 \\ \hline 285.68 \end{array}$$

6.48

286.24

on Platf @ Platf	on 2nd step	on step @ step	on Walk @ Flagst. Walk
65	65	64	63
6.55	7.16	7.20	7.85
286.17	285.56	285.52	284.87

95+20 Bit. Dr. Lt. Ask. bk.
(U Drive)

75	50	25	8	0
9.0	9.0	6.5	5.1	4.6
283.7	283.7	286.2	287.6	288.1

96+45 Bit. Dr. Lt.

+ 3.53

$$\begin{array}{r} 293.51 \\ \hline \end{array}$$

End	75	50	37	25	E.T.W.
7.8	7.0	6.3	4.7	3.8	2.9
284.9	285.7	286.4	288.0	288.9	289.8

- 2.74 T.P. 289.98 ✓ Tk @ 96+50

97+25 Conc. Platf Lt.

Sill #355	70	63	63	55	0
1.77	1.34	1.34	1.9	2.2	
291.74	292.17	292.17	291.6	291.3	

98+06 Bit. Dr. Lt.

on GAR FL.

117	100	75	50	25	15	0
5.31	6.1	7.0	6.1	4.8	4.2	3.9
288.2	287.4	286.5	287.4	288.7	289.3	289.6

- 6.68 B.M. 286.83 ✓ L.O.C. Br step Hse #345 172/150 (286.84)

160/157

Inst.

Tape

Wthr & Temp.

Date

Crew