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Notes for present

PROVIDENCE, R.I.
CITY ENGINEER'S OFFICE
STREET LINE DEPT.
Dec. 3, 1918
043608

Note, The resolution of Mar. 15, 1917, refers to the recorded map, entitled "Plat No. 1 of Land in Providence, R. I., belonging to John R. Freeman" &c.

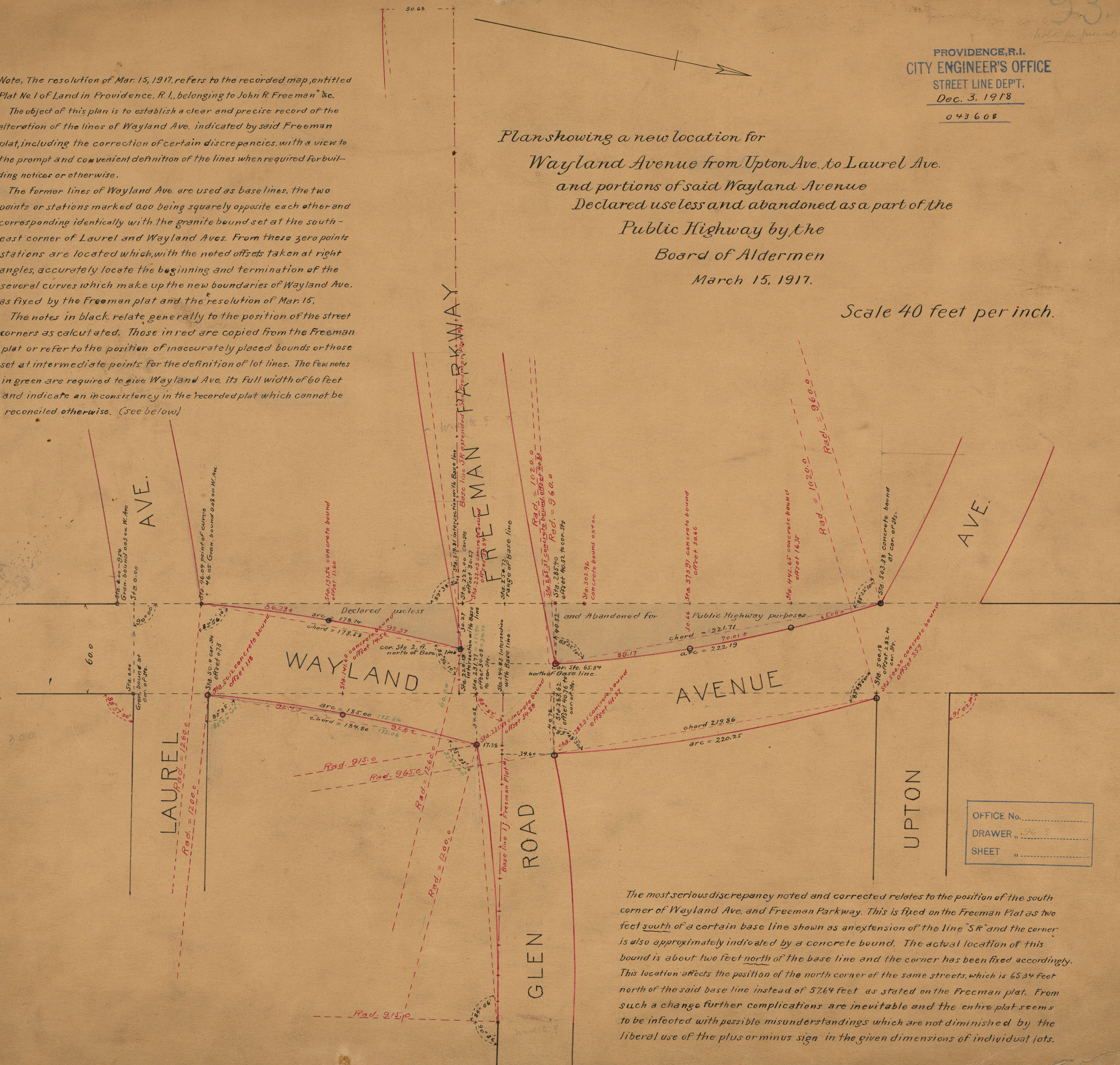
The object of this plan is to establish a clear and precise record of the alteration of the lines of Wayland Ave. indicated by said Freeman plat, including the correction of certain discrepancies, with a view to the prompt and convenient definition of the lines when required for building notices or otherwise.

The former lines of Wayland Ave. are used as baselines, the two points or stations marked 000 being squarely opposite each other and corresponding identically with the granite bound set at the south-east corner of Laurel and Wayland Aves. From these zero points stations are located which, with the noted offsets taken at right angles, accurately locate the beginning and termination of the several curves which make up the new boundaries of Wayland Ave. as fixed by the Freeman plat and the resolution of Mar. 15.

The notes in black relate generally to the position of the street corners as calculated. Those in red are copied from the Freeman plat or refer to the position of inaccurately placed bounds or those set at intermediate points for the definition of lot lines. The few notes in green are required to give Wayland Ave. its full width of 60 feet and indicate an inconsistency in the recorded plat which cannot be reconciled otherwise. (See below)

Plans showing a new location for
Wayland Avenue from Upton Ave. to Laurel Ave.
and portions of said Wayland Avenue
Declared useless and abandoned as a part of the
Public Highway by the
Board of Aldermen
March 15, 1917.

Scale 40 feet per inch.



OFFICE No.
DRAWER 962
SHEET

The most serious discrepancy noted and corrected relates to the position of the south corner of Wayland Ave. and Freeman Parkway. This is fixed on the Freeman Plat as two feet south of a certain base line shown as an extension of the line "SR" and the corner is also approximately indicated by a concrete bound. The actual location of this bound is about two feet north of the base line and the corner has been fixed accordingly. This location affects the position of the north corner of the same streets, which is 65.34 feet north of the said base line instead of 57.64 feet as stated on the Freeman plat. From such a change further complications are inevitable and the entire plat seems to be infected with possible misunderstandings which are not diminished by the liberal use of the plus or minus sign in the given dimensions of individual lots.