

1. 7:00 P.M. Committee On The Department Of Public Works

Documents:

[26 FEB 24 DPW AGENDA.PDF](#)

2. 7:00 P.M. Committee On The Department Of Public Works

Documents:

[26 FEB 24 DPW MTG.PDF](#)



Braintree Town Council

Committee on the Department of Public Works

One JFK Memorial Drive
Braintree, Massachusetts 02184

MEMBERS

Ann Quilty, Chairwoman
Julia Flaherty, Vice-Chairwoman
Joseph Reynolds, member

AGENDA

Tuesday, FEBRUARY 24, 2026

Starting Time – 7:00 p.m.

Johnson Chambers

1. Pledge of Allegiance
2. Roll Call
3. Approval of Minutes
 - December 2, 2025
4. Old Business
 - None
5. New Business
 - **26 006** National Grid Petition: Andersen Road or take up any action relative thereto
6. Adjournment



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Braintree Town Council
Committee on the Department of Public Works
One JFK Memorial Drive
Braintree, Massachusetts 02184

MEMBERS

Julia Flaherty, Chairman
Peter Morin, Vice Chairwoman
AnnMary Quilty, member

December 2, 2025
MINUTES

A meeting of the Committee on the Department of Public Works was held in Johnson Chambers, Braintree Town Hall, on Tuesday, December 2, 2025 at 6:30p.m.

There was a moment of silence for all those serving in our armed services, past and present, and the meeting was opened with the pledge of allegiance to the flag.

Councilor Julia Flaherty, Chairwoman was in the Chair.
Councilor Morin conducted the roll call.

Present: Julia Flaherty, Chairman
Peter Morin, Vice-Chairwoman
AnnMary Quilty, member

Also Present: Peter Matchak, Director Planning & Community Development
John Thompson, Asst DPW Director
Mary Mulrone, National Grid Representative
Chris Hughes, Marr Scaffolding
Dave Hughes, VP Marr Scaffolding
Meghan Bruckman, Civil Engineer

APPROVAL OF MINUTES

- September 16, 2025
Motion: by Councilor Morin to approve the minutes of September 16, 2025
Second: by Councilor Quilty
Vote: For (3 – Flaherty, Morin, Quilty), Against (0), Absent (0), Abstain (0)

OLD BUSINESS

- None

NEW BUSINESS

- **25 063** Marr Scaffolding Company Petition: Request to Perform Work in Commerce Drive – 201 Commerce Drive/600 Grove Street or take up any action relative thereto

Mr. Hughes explained the proposed work is to put the third building on to the parcel that we bought in 2019. We built phase one in 2019. Phase two was built in 2021. And now we're proposing a third building. The first building was 44,000 square feet. Second one was 40,000 and we're now proposing a third building at 30,000 square feet. This is housing all of our own equipment that we service from our cranes in building one. Use for, building number two was used for rigging storage and building number three will be for our scaffolding airlift division. The work in the right-of-way is in order to facilitate turning movements, because currently when you exit the secondary entrance, it's right turn only, so we're proposing to remove about 1,200 square feet of existing median area, which is also going to remove, it's our understanding, I believe, two existing trees, although they're dead, that we will supplement in the right-of-way that we talked about with DPW at our previous meeting that we had with them. Reducing that median by about 1,200 square feet will allow us to make a lot of that secondary driveway entrance, and it minimizes kind of the existing traffic on the road, because currently if trucks need to go left, they have to go right to come around and make that left. So that's really the whole reason that we're proposing work in the right-of-way, is to facilitate turning movements, as well as make a sewer connection to support the proposed third building. There's an existing sewer manhole that we have to connect to, and so that will also be work conducted in the right-of-way.

Meghan Bruckman explained we've revised the plans to reflect the comments that we received from DPW to ensure it's curb to curb pavement replacement and then we did take a look at the conditions and all of those are no issue we can add notes to the construction documents reflect the conditions especially as they are with regard to the pavement design.

Councilor Quilty asked if you were going to be allowed to put this building in when would the project start?

Mr. Hughes stated we still have a Conservation Committee meeting coming up on Thursday and we're still waiting on our final design foundation, drawings we expect them hopefully sometime next week. We'll file for at least a foundation permit, but as the days and weeks move on, it may not be practical to do anything in January, so it may be pushed until March or April to start. If it becomes all nice and sunny in January and we can build, we'll certainly seek to put in our foundation.

Councilor Quilty asked how long do you think the project will take?

Mr. Hughes stated it's a good six to eight months. It should be completed in the year 2026.

Councilor Quilty asked are you planning on notifying the neighbors in the area, the people that live in the area?

Mr. Hughes stated that's all been done through, we have gone through the planning board, which they've given us their approval, and we did mailings for the town of Braintree, the town of Weymouth, for both the planning documents and the conservation, which comes up on Thursday.

Councilor Quilty stated I'm just wondering on behalf of the people that live in the area, because right now we have a project that is still kind of... I don't know if it's kind of towards the end of it, but there's an ongoing project that started in June. It was supposed to end in August, and it's still going on, and so now we're going to have another one coming in, so I just want to be able to get people prepared.

Mr. Hughes stated my guess is we won't start until, springtime. That's my guess. The dream would be to start now, but it doesn't seem very practical.

Councilor Quilty asked what kind of hours would you be working? Would you be working days, nights, weekends?

Mr. Hughes stated oh, no, this is 7 to 3:30 Monday through Friday. No Saturdays, no Sundays.

Councilor Quilty asked would there be police details there.

Mr. Hughes stated of course, we won't be into the street. The only reason for that, it will be for the median modification and the sewer line and that won't happen until the early spring to early summer. My guess would be no more than two weeks.

Councilor Morin state I've read your proposal and the Department of Public Works' recommendations. I think everything's pretty much in order. I was speaking to them earlier before everyone else arrived, and they're kind of at the end of the moratorium that went into effect in 2021. The work will probably take place after the moratorium is actually expired. I appreciate them and the good faith of coming in and filing the application. I think that the road opening will be quicker because you're not, unlike when the town does work, you're not going to be using a consortium that may do part of it and then come back and so forth. You'll be in and out as quickly as you can using one contractor. So, it'll be more expedient than a public project. I think everything is in order as far as I see. I'm glad that you're investing in the town and, doing it the right way. You're coming in and asking for permits and things like that and getting your ducks in order very well. So I appreciate it.

Chairwoman Flaherty stated so I have a couple of questions. One is, this is the Phase 3 of the project. Is this the final, expected to be the final phase.

Mr. Hughes stated as best we know at this time, yes.

Chairwoman Flaherty stated okay, and so the total project is expected to take six to eight months, but then the actual paving portion of it that we're concerned with tonight is only two weeks. And so I think there's a recommendation that once the initial course of paving goes down, there should be a 90-day period of time to wait before you do the second portion.

Mr. Hughes stated it would definitely be more toward the end of the construction schedule because we'll want to bring the sewer line down from the proposed building, and the exact converts that we'll be matching will be based on that because we can bring that stuff to the property. is feasible for the construction schedule, but we definitely would be putting the right-of-way work toward the end because it wouldn't be done.

Chairwoman Flaherty stated okay, that makes sense. So then you would be doing the right-of-way work would be happening towards the end of 2026, and then again in, say, the early spring or late spring or early summer of 2020. In order to satisfy the 90 days.

Mr. Hughes stated well, my interpretation of your recommendation, is they'd like to see a winter, but they didn't specify that it would be a mandate, a winter, because to be perfectly honest with you, once you're well-compacted and you've had 90 days of traffic, you should be able to, should be paid. But if that's going to be a mandate that you're not going to the public works, it has to... specify to us exactly that they're going to want to mandate a winter waiting period.

Chairwoman Flaherty stated that just needs to be clarified. 90 days is enough to wait and finally do final payment? Or is it a mandate for winter to pass and then pay? We need that direction to be focused.

Mr. Hughes stated so it reads in the document that I have that it's a recommendation for the DPW that depending on the timing of the work, the temporary patches should remain in place throughout one winter or for a minimum of 90 days.

John Thompson explained – correct; If I may, our primary concern is, as the gentleman stated, just settlement of the trench. So we wouldn't want the permanent paving to follow too closely after the work's done just for the fear that the final course of paving would sink. So we would work with the applicant either 90 days is usually sufficient or through a winter, either or. If you're looking to get work even quicker than that, we could potentially consider using like a flowable fill, black backfill as well, which would eliminate the settling possibility and do it that way as well.

Mr. Hughes stated we want to do whatever is going to make the town happy. And again, we've been pleased to be a new member of the community, and it's worked out extremely well. And thank you. We'll do whatever is required and necessary.

John Thompson stated so again, depending on when the actual excavation is done in the road, say if it was done in March, then any time after June, we would be fine with the permanent paving being done. If the excavation was done in, say, September, then either we would want to do the paving in December. If the weather was okay, but if the weather turned and was bad, then we would likely kick it to the spring of the following year. That's typically how we would go.

Chairwoman Flaherty asked Mr. Hughes, and you feel like those advisories are fine?

Mr. Hughes replied absolutely.

Chairwoman Flaherty stated with no more questions do we have a Motion that includes with all staff recommendations.

Councilor Morin read “FOR FAVORABLE RECOMMENDATION TO THE FULL COUNCIL”:

MOTION: To grant Marr Scaffolding Company the request to perform work in Commerce Drive – 201 Commerce Drive/600 Grove Street with staff recommendations:

BELD: BELD has no conflicts with this location.

DPW: The DPW has reviewed the subject petition, plans, and accompanying narrative to excavate portions of Commerce Drive. The work is being proposed as part of a redevelopment project for the Marr Scaffolding site located at 201 Commerce Drive. Commerce Drive is subject to the excavation moratorium, having been last resurfaced in 2021. The DPW recommends that if the petition is approved, it contains the following conditions:

- Temporary patches shall be placed immediately following the work. Street excavations should be saw-cut, backfilled, and compacted in 8-inch lifts, paved to match existing asphalt depth (with a minimum depth of four inches) in two-inch lifts to match the existing street grade.
- Depending on the timing of the work, the temporary patches should remain in place throughout one winter, or for a minimum of 90 days.
- Curb-to-curb permanent patching should be required for all disturbed areas. The limits of the curb-to-curb resurfacing depicted on the submitted plans C100 and C200 by Civil & Environmental Consultants, Inc. are acceptable to the DPW.
- The curb-to-curb patch should be a 1.5-inch mill and overlay. Tack coat should applied to all milled surfaces and joints prior to paving. Finished joints should be treated with a rubberized asphalt sealer.

We also recommend that the following requirements be added to the permit, if it is to be granted:

- The applicant shall file for a Water and Sewer permit for the proposed sewer connection, and a highway road opening permit for the proposed curb work and patching.
- No contractor is authorized to close any street or to close a direction of travel to facilitate their work without authorization from the Director of the Department of Public Works or the Highway Superintendent. The Chief of Police can also authorize a closure for a police or fire emergency. Construction zone traffic safety issues are to be addressed by using appropriate traffic control signs and devices and the use of police officers for traffic control to safely guide traffic through the work zone. If a closure is authorized by the DPW, it shall not be implemented until signs and police officers (where needed) are properly in place in conformity with the written plan prepared by the contractor’s engineer and approved by the DPW and Police Department.

Motion: by Councilor Morin to approve Order 25 063

Second: by Councilor Quilty

Vote: For (3 – Flaherty, Morin, Quilty), Against (0), Absent (0), Abstain (0)

- **25 066** National Grid Petition: 104 – 116 Washington Street/Independence Ave/Cedar Street or take up any action relative thereto

Mary Mulroney, National Grid representative stated you probably have the grant, but it's due to utility plan work for the town of Braintree. National Grid is recommending the relay of 325 feet of inch-and-a-half coated steel dating back to 1950, 20 feet of inch-and-a-half plastic dating back to 1980, 10 feet of inch-and-a-half bare steel dating back to 1914, and 285 feet of 2-inch coated steel dating back to 1959. Replacing that with 640 feet of two-inch plastic in Washington Street from number 104 Washington towards the intersection of Independent Ave (stopping prior to newer pavement) and approximately 30 feet of two-inch plastic dating back to 1989 replacing out with 30 feet 30 feet of two-inch plastic in the intersection of Cedar Street in Washington.

John Thompson explained as detailed in my, memo to the council and the DPW the roadways not under the moratorium. The DPW has just recently or is in the process of finishing a water main reconstruction project and we did have resurfacing work plans, for that location, so it's great that National Grid is coming forward to replace their old aging infrastructure, prior to us resurfacing the road. It would have potentially been ideal for that to happen a little bit sooner. This was a little bit of an 11th hour curveball, because we were planning on paving the roadway next year. So we're gonna work with the gas company to just make sure that they can get out and do the work as quickly as possible. We had talked about potentially seeing if they could complete the work this fall, weather pending, even into December potentially. If that does not work out, we would look for them to get out as early as possible in the spring, and then we would just push our, ultimately our paving project back 90 days, to just meet that window to make sure any settling that may occur happens and that we can do the final paving. But I don't think it will ultimately delay our project much more than a few months.

Councilor Morin stated well, I'm glad that this is not under moratorium. I'm glad that it is being coordinated with work that we're doing. I think this is the right time to be doing it. The question I have is whether, is there something that Braintree can do or something that National Grid can do to help bring this coordination a little bit more tightly together.

John Thompson stated yeah, so we do actually provide a running list of roadways that we intend to resurface. We try to go about three years out and we provide that annually to National Grid with the understanding that it can change, but we do try to forecast where we're going to be doing water main construction and where we're going to be doing roadway resurfacing so that National Grid can coordinate their projects as well and get them done in a timely fashion. I don't know exactly what happened with this one, but I will throw National Grid under the bus a little bit and just say that it was more on their end and in the late nature of the request, because we have had this project forecasted for some time with the gas company.

Mary Mulroney, stated yes, I think, yeah there was new people, I think, that were hired in a department, and I don't know if it was picked up on a dashboard. It probably came to light when we were having a talk, and now here we are. Thankfully, it's not that big of a job. It's a relatively small job.

Chairwoman Flaherty stated well, I think it is critically important that we do have a strong effort on both ends to coordinate these jobs, but I think that this is going to work out okay, and I certainly am going to support it.

National Grid agrees to all staff recommendations.

Motion was read by Councilor Morin for favorable recommendation to the full Council with all Staff Recommendations:

MOTION: To grant the request from National Grid due to utility work planned in the Town of Braintree, National Grid recommends the relay of: 325 feet of 1.5-inch Coated Steel (1950), 20 feet of 1.5-inch, Plastic (1980), 10 feet of 1.5-inch, Bare Steel (1914), and 285 feet of 2-inch, Coated Steel (1959) with approximately 640 feet of 2-inch, Plastic in Washington St from #104 Washington St towards the intersection of Independence Av (stopping prior to newer pavement), and approximately 30 feet of 2-inch, Plastic (1989) with approximately 30 feet of 2-inch, Plastic in the intersection of Cedar St and Washington St. with staff recommendations:

BELD: BELD has no conflicts with this location.

DPW: The DPW has reviewed the subject petition and accompanying plans to relay the gas main on Washington Street, from Cedar Street to a point just south of Capen Rd. The work is being proposed as part of a program to eliminate aging gas infrastructure, particularly along roadways where the Town of Braintree has pending infrastructure improvements. The DPW has just completed replacing the watermain along this section of Washington Street and plans to resurface the roadway next year. The street is **not subject to the excavation moratorium**, having been last resurfaced in 2008. As such, the DPW recommends that if the petition is approved, it contains the following conditions:

- Temporary patches shall be placed immediately after the work. Street excavations should be saw-cut, backfilled, and compacted in 8-inch lifts, paved to match existing asphalt depth (with a minimum depth of four inches) in two-inch lifts to match the existing street grade. Compaction of the street excavations is of the utmost importance, and failure to do so may induce settling that could occur after the roadway is resurfaced.
- The temporary patches should be maintained in good working condition until which time the town completes its planned resurfacing project.

We also recommend that the following requirements be added to the permit, if it is to be granted:

- National Grid must arrange a pre-construction meeting with Braintree the DPW and Braintree Police to review utility corridor assignment and traffic controls during the work. The new gas mains must not encroach on any existing utilities.
- No contractor is authorized to close any street or to close a direction of travel to facilitate their work without authorization from the Director of the Department of Public Works or the Highway

Superintendent. The Chief of Police can also authorize a closure for a police or fire emergency. Construction zone traffic safety issues are to be addressed by using appropriate traffic control signs and devices and the use of police officers for traffic control to safely guide traffic through the work zone. If a closure is authorized by the DPW, it shall not be implemented until signs and police officers (where needed) are properly in place in conformity with the written plan prepared by the contractor's engineer and approved by the DPW and Police Department.

Motion: by Councilor Morin to approve Order 25 066

Second: by Councilor Quilty

Vote: For (3 – Flaherty, Morin, Quilty), Against (0), Absent (0), Abstain (0)

- **25 067** National Grid Petition: Replace old regulator station on Pearl Street at Colbert Ave or take up any action relative thereto (*to be withdrawn*)

Per National Grid and our DPW Department, the replacement of an old regulator station is where the current one is. No need for Council to vote on any disruptions or street openings.

Councilor Morin made the MOTION: To WITHDRAW Order 25 067

Motion: by Councilor Morin to withdraw Order 25 067

Second: by Councilor Quilty

Vote: For (3 – Flaherty, Morin, Quilty), Against (0), Absent (0), Abstain (0)

It was unanimously voted to adjourn the meeting at 6:55p.m.

Respectfully submitted,

Susan M. Cimino

Clerk of the Council



Erin V. Joyce, Mayor

BRAINTREE DEPARTMENT OF PUBLIC WORKS

Matt Jacques, DPW Director
John P. Thompson, P.E, Asst. Director -Town Engineer
Ryan Matheson, Engineering Manager

Date: February 6, 2026
To: Susan M. Cimino, Clerk of the Council
From: John Thompson
CC: Matt Jacques, Ben Hulke, Ryan Matheson
RE: National Grid Petition 26-006 – Andersen Rd

The DPW has reviewed the subject petition and accompanying plans to relay the gas main on Andersen Road. The work includes the replacement of 935 feet of 2-inch gas main and is being proposed as part of a program to eliminate aging gas infrastructure. Andersen Road is not subject to the excavation moratorium, having been last resurfaced by overlay and microsurfacing in 2016. As such, the DPW recommends that if the petition is approved, it contains the following conditions:

- Temporary patches shall be placed immediately after the work. Street excavations should be saw-cut, backfilled, and compacted in 8-inch lifts, paved to match existing asphalt depth (with a minimum depth of four inches) in two-inch lifts to match the existing street grade.
- After maintaining the temporary patches through one winter, National Grid shall return the following spring to perform permanent trench repairs. The permanent patch should be an 8-foot-wide mill and overlay, to a pavement depth of 1.5 inches. If the edge of the permanent patch falls within 2-feet of the roadway gutter, the patch should be extended completely to the roadway edge. Tack coat should be applied to milled surfaces and joints prior to paving. Finished joints should be treated with a rubberized asphalt sealer.

We also recommend that the following requirements be added to the permit, if it is to be granted:

- National Grid must arrange a pre-construction meeting with Braintree the DPW and Braintree Police to review utility corridor assignment and traffic controls during the work. The new gas mains must not encroach on any existing utilities.
- No contractor is authorized to close any street or to close a direction of travel to facilitate their work without authorization from the Director of the Department of Public Works or the Highway Superintendent. The Chief of Police can also authorize a closure for a police or fire emergency. Construction zone traffic safety issues are to be addressed by using appropriate traffic control signs and devices and the use of police officers for traffic control to safely guide traffic through the work zone. If a closure is authorized by the DPW, it shall not be implemented until signs and police officers (where needed) are properly in place in conformity with the written plan prepared by the contractor's engineer and approved by the DPW and Police Department.



150 Potter Road
Braintree, MA 02184
www.beld.com
781.348.BELD
781.348.1003 fax

Date: 1/27/26

Ms. Susan Cimino

One JFK Memorial Drive

Braintree, Ma 02184

Dear Ms. Cimino,

RE: National Grid

26-006 - Anderson Road

BELD has no conflicts with this location.

Sincerely,

Darron MacDonald

Darron MacDonald
Field Engineer
Office: 781.348-1072

PETITION OF NATIONAL GRID FOR GAS MAIN LOCATIONS

#26-006

Town of Braintree / Town Council:

The Nationalgrid hereby respectfully requests your consent to the locations of mains as hereinafter described for the transmission and distribution of gas in and under the following public streets, lanes, highways and places of the **Town of Braintree** and of the pipes, valves, governors, manholes and other structures, fixtures and appurtenances designed or intended to protect or operate said mains and accomplish the objects of said Company; and the digging up and opening the ground to lay or place same:

As part of the BSMNRPL Program, National Grid recommends the:

relay of approximately 850 feet of 2- inch, Coated Steel (1958/1970), approximately 65 feet of 2- inch, Aldyl-A plastic (1973), and approximately 20 feet of 2- inch, Plastic (2018).

With approximately 935 feet of 2- inch, Plastic in Andersen Rd from the existing 6- inch, Coated Steel (1964) in Granite St to the end of main at #72 Andersen Rd, and abandonment of approximately 50 feet of 2- inch, Coated Steel (1958) in the driveway of #57 Andersen Rd.

January 15, 2026

By: *Mary Mulroney*
Mary Mulroney
Permit Representative

RECEIVED
BRAINTREE
2026 JAN 16 AM 10:5

Town of Braintree / Town Council:

IT IS HEREBY ORDERED that the locations of the mains of the Nationalgrid for the transmission and distribution of gas in and under the public streets, lanes, highways and places of the **Town of Braintree** substantially as described in the petition date **January 15, 2026** attached hereto and hereby made a part hereof, and of the pipes, valves, governors, manholes and other structures, fixtures and appurtenances designed or intended to protect or operate said mains and/or accomplish the objects of said Company, and the digging up and opening the ground to lay or place same, are hereby consented to and approved.

The said Nationalgrid shall comply with all applicable provisions of law and ordinances of the **Town of Braintree** applicable to the enjoyment of said locations and rights.

Date this _____ day of _____, 20____.

I hereby certify that the foregoing order was duly adopted by the _____ of the Town of _____, MA on the _____ day of _____, 20____.

By: _____

Title

WO # 15890489



Erin V Joyce
Mayor

**TOWN OF BRAINTREE
BOARD OF ASSESSORS**

One JFK Memorial Drive
Braintree, Massachusetts 02184
Tel: 781-794-8056

Paul J. Sullivan
MAA#978
Deputy Assessor

Board of Assessors
Robert Cusack
Chair
Susan O'Brien
Vice Chair
Robert Connolly
Member

DATE: February 2, 2026
APPLICANT: National Grid
ADDRESS: Various
MAP & LOT: Various

This is to certify that at the time of submission of this form to the Board of Assessors, the names and addresses of the parties assessed as adjoining owners to the parcel of land shown and described are as written and are the parties according to the records of the Assessors.

Office of the Board of Assessors

CV

Robert M Cusack
Chairman

**Braintree
Abutters List**

Subject Parcel ID:

Subject Property Location:

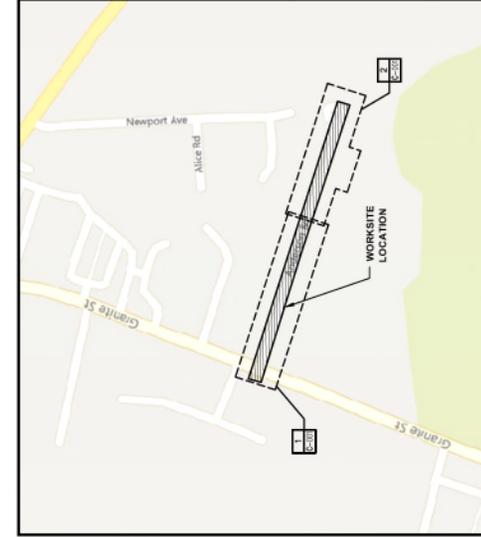
Parcel ID	Location	Owner	Co-Owner	Mailing Address	City	State Zip
1036 0 1A	656 GRANITE ST	ZHONG JIAN X	TRAN JESSICA M JTS	465 BOLIVAR STREET	CANTON	MA 02021
1036 0 2B	4 ANDERSEN RD	LI LIN	JIAO JIE TBYE	4 ANDERSEN ROAD	BRAINTREE	MA 02184
1036 0 2C	12 ANDERSEN RD	HUYNH TRAM		12 ANDERSEN ROAD	BRAINTREE	MA 02184
1036 0 2D	20 ANDERSEN RD	LEUNG ROSETTA		20 ANDERSEN ROAD	BRAINTREE	MA 02184
1036 0 2E	28 ANDERSEN RD	NGUYEN DANNY T	NGUYEN TERESA TBYE	28 ANDERSEN ROAD	BRAINTREE	MA 02184
1036 0 2F	36 ANDERSEN RD	FOK KEVIN Z		36 ANDERSEN ROAD	BRAINTREE	MA 02184
1036 0 2G	44 ANDERSEN RD	KER PHIRUN		44 ANDERSEN ROAD	BRAINTREE	MA 02184
1036 0 2H	52 ANDERSEN RD	MBRICE ILIR		52 ANDERSEN ROAD	BRAINTREE	MA 02184
1036 0 2I	60 ANDERSEN RD	CALLIGAN JEFFREY J	COOGAN BARBARA L JTS	60 ANDERSEN ROAD	BRAINTREE	MA 02184
1036 0 2J	68 ANDERSEN RD	JOHNSTON CHARLES S	JOHNSTON KATHLEEN	68 ANDERSON ROAD	BRAINTREE	MA 02184
1036 0 2K	72 ANDERSEN RD	MCGARRY JOHN M		72 ANDERSEN ROAD	BRAINTREE	MA 02184
1036 0 2L	71 ANDERSEN RD	ZOUMBOULIS JOHN	BUI VANESSA TIC	71 ANDERSEN ROAD	BRAINTREE	MA 02184
1036 0 2M	65 ANDERSEN RD	LEMIEUX ELISABETH M TR	THE TUESDAY REALTY TRUST	65 ANDERSON ROAD	BRAINTREE	MA 02184
1036 0 2N	57 ANDERSEN RD	GORICA BLENDAR	GORICA MIGENA TBYE	57 ANDERSEN RD	BRAINTREE	MA 02184
1036 0 2O	47 ANDERSEN RD	CONNOLLY MARK K		47 ANDERSEN ROAD	BRAINTREE	MA 02184
1036 0 2P	39 ANDERSEN RD	PALIWODA ANDRZEJ	PALIWODA NATALIA PANSJUK TBYE	39 ANDERSEN ROAD	BRAINTREE	MA 02184
1036 0 2Q	31 ANDERSEN RD	MARTIN RYAN T	MARTIN KELLIE R JTS	31 ANDERSEN ROAD	BRAINTREE	MA 02184
1036 0 2R	23 ANDERSEN RD	LEUNG JONATHAN	CHENG YI MIN TBYE	23 ANDERSEN ROAD	BRAINTREE	MA 02184
1036 0 2S	15 ANDERSEN RD	EWING JOAN L		15 ANDERSEN ROAD	BRAINTREE	MA 02184
1036 0 2T	5 ANDERSEN RD	MCLAUGHLIN EDWARD G		5 ANDERSEN ROAD	BRAINTREE	MA 02184
2048 0 15A	639 GRANITE ST	639 GRANITE LLC	c/o THE SIMON COMPANIES	639 GRANITE STREET	BRAINTREE	MA 02184
2048 0 16	623 GRANITE ST	THE 623 GRANITE LLC	c/o THE SIMON COMPANIES	639 GRANITE STREET	BRAINTREE	MA 02184
2048 0 17	647 GRANITE ST	TAHIRKHELI NAEEM	SHEIKH NAVEED TIC	647 GRANITE ST	BRAINTREE	MA 02184

Parcel Count: **23**

End of Report

PROPOSED GAS MAIN REPLACEMENTMENT APPROXIMATELY 935' OF 2" PLASTIC - 60 PSIG 4-72 ANDERSEN ROAD, BRAINTREE, MA W.O. NO. 15890489

CHA MAIN CONNECTION (MC) IDENTIFICATION LEGEND	
PE DESIGN	SOP
MC-A	

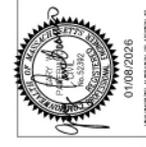


PAGE	DRAWING NO.	SHEET	TITLE
1	DPL-BRA-093113-1018	E-001	COVER SHEET
2	DPL-BRA-093113-1018	C-002	CONSTRUCTION NOTES
3	DPL-BRA-093113-1018	C-003	BILL OF MATERIALS & LEGEND
4	DPL-BRA-093113-1018	C-004	ORIGINAL SCOPE OF WORK
5	DPL-BRA-093113-1018	C-007	PROPOSED INSTALLATION PLAN
6	DPL-BRA-093113-1018	C-201	PROPOSED TIE-IN DETAILS
7	DPL-BRA-093113-1018	C-202	INTERNAL GROUND SWAGING CONSTRUCTION DETAILS
8	DPL-BRA-093113-1018	C-203	INTERNAL GROUND SWAGING CONSTRUCTION DETAILS
9	DPL-BRA-093113-1018	C-204	INTERNAL GROUND SWAGING CONSTRUCTION DETAILS
10	DPL-BRA-093113-1018	C-205	INTERNAL GROUND SWAGING CONSTRUCTION DETAILS
11	DPL-BRA-093113-1018	C-206	INTERNAL GROUND SWAGING CONSTRUCTION DETAILS
12	DPL-BRA-093113-1018	C-207	INTERNAL GROUND SWAGING CONSTRUCTION DETAILS
13	DPL-BRA-093113-1018	C-208	INTERNAL GROUND SWAGING CONSTRUCTION DETAILS
14	DPL-BRA-093113-1018	C-209	INTERNAL GROUND SWAGING CONSTRUCTION DETAILS
15	DPL-BRA-093113-1018	C-210	INTERNAL GROUND SWAGING CONSTRUCTION DETAILS

PIPE TOTALS	
DIAMETER (INCH)	ABANDONED INSTALLATION (FEET)
2	935
2	0
2	0
2	0



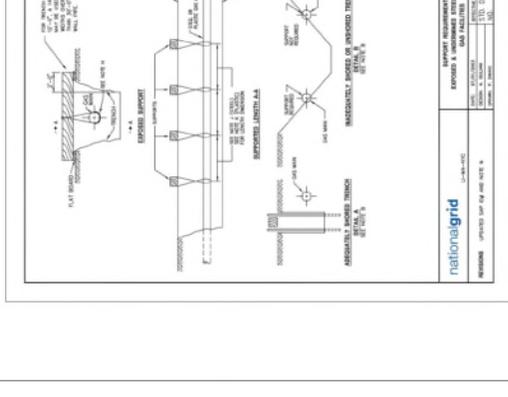
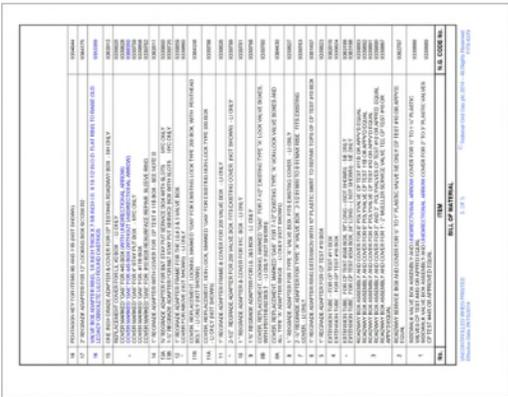
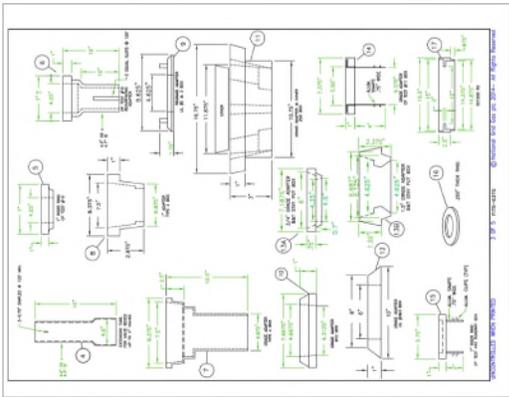
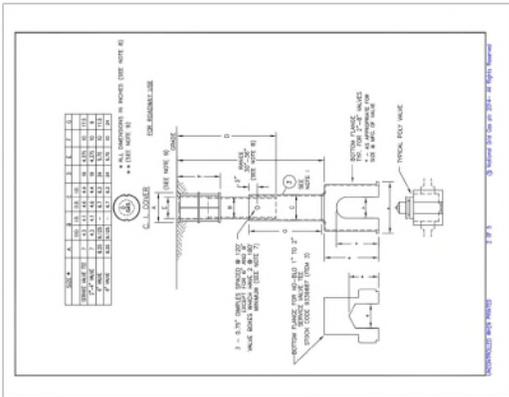
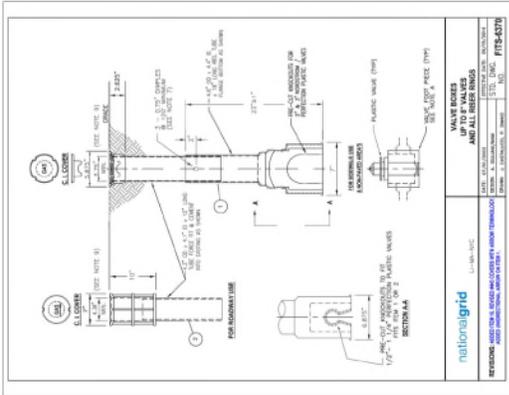
CHA Project No. 093113-1018



FINAL

DATE	DESCRIPTION	BY	CHKD	DATE
01/08/2026	ISSUED FOR CONSTRUCTION	RJG	MB	01/08/2026
01/08/2026	ISSUED FOR CONSTRUCTION	RJG	MB	01/08/2026
01/08/2026	ISSUED FOR CONSTRUCTION	RJG	MB	01/08/2026

PROPOSED GAS MAIN REPLACEMENTMENT 4-72 ANDERSEN RD BRAINTREE, MA	PROJECT NO. DPL-BRA-093113-1018	SHEET NO. G-001
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THIS SHEET PROVIDED FOR INFORMATION ONLY

THIS SHEET IS NOT TO BE USED FOR CONSTRUCTION. IT IS PROVIDED FOR INFORMATION ONLY. THE INFORMATION ON THIS SHEET IS NOT TO BE USED FOR CONSTRUCTION. IT IS PROVIDED FOR INFORMATION ONLY.



PHASE ADDED ON 07/09/2028

PROPOSED GAS MAIN REPLACEMENT
4-72 ANDERSON RD
BRANTREE, MA

NATIONAL GRID STANDARD CONSTRUCTION DETAILS

DATE: 07/09/2028
DRAWN BY: S. LAM
CHECKED BY: M. THOMPSON
DESIGNED BY: S. LAM

NO. 18297 (2/17) (4/23)

DATE: 05/09/2023

NO. 18297 (2/17) (4/23)

DATE: 07/09/2028
ASSET ID: 1589498
REV. NO.: 1589498

DRAWING NO. DPL-BRA-093113-1018
SHEET NO. C-305

nationalgrid
BOSTON GAS COMPANY
170 BATA DRIVE
MILFORD, MA 01941

nationalgrid
170 BATA DRIVE
MILFORD, MA 01941

REVISION: 18297 (2/17) (4/23)

DATE: 05/09/2023

NO. 18297 (2/17) (4/23)

nationalgrid
L.L. & N.E.C.

REVISION: 18297 (2/17) (4/23)

DATE: 05/09/2023

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REVISION: 18297 (2/17) (4/23)

DATE: 05/09/2023

NO. 18297 (2/17) (4/23)

1/24/2023 2:54 PM Project: 1/25/2023 2:54 PM Path: C:\Users\jlam\OneDrive\Documents\093113-1018-1018.dwg Plot: 1/24/2023 2:54 PM Plotter: HP DesignJet 2450-600