

3759

Form 504

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

State: Florida

11-5513

DESCRIPTIVE REPORT.

Topographic Sheet No. 3759

LOCALITY:

Miami, Florida and Miami Beach, Fla.

Scale 1-10 000

E. H. Bernstein, Aid Topographer

1919

CHIEF OF PARTY:

Harry Leypoldt, Jr. H. & C. Engineer

ography.

Party.

6523

POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS OFFICE:

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

to Accompany Sheet **3759**

Under instructions to Mr. Harry Leyboldt dated November 26, 1918, the shore party under his direction at Miami Florida, executed the survey of the waterfronts of Miami city and Miami Beach and of the Miami River, on this sheet, - scale 1/10 000.

Survey Methods.

All work was done by plane table. The sufficient and favorably situated triangulation points gave good control to all of the work, except inside from the mouth of Miami River. Before proceeding up this river intersection lines were determined to numerous definite objects on the river, as far as Pilkinton's Boat Works. from a set-up at the triangulation station on the McAllister building. This afforded the only check.

In all other places the frequency of checks by three-point-fixes, showed no error, greater than that lying within the limits of careful plotting, to accumulate.

General Description.

As is apparant from the sheet, the region has an artificial appearance.

Besides the use of the proper symbols, all landmarks on the east shore at Miami Beach, are furnished with descriptive legends on the sheet.

On the west

shore,preceeding north from the new Government cut, the various structures of the Gulf Refining Co's. dock, all of them painted yellow, are the most conspicuous. The concrete viaduct part of the causeway, is easily recognized. The spoilbank though new very conspicuous, is being ~~excavated~~ ^{graded}. Star Island is artificially made; the shore is bulkheaded. From the Gulf Ref. Co's. dock northward, the full length of Indian Creek Canal (also known as Collins Canal), and all of Belle (formerly Bull) Island, the shore is bulkheaded. The bulkhead of Belle Island and that of Miami Beach, except the canal and the part south of the viaduct of the causeway, is of cement concrete. All objects on Belle Island bear ~~the~~ descriptive notes. The three bridges over Indian Creek Canal have about ten feet clearance for boats.

Electric railway connections will be furnished by the causeway ~~to~~ between Miami Beach and Miami city. In March 1919 the sauseway was completed except for the lift parts of the two draws. The viaduct on the west part of thebcauseway is exactly like the one on the east.

Collins Bridge is a low wooden trestle. The draw is a steel through truss.

Along the Miami waterfront all objects shown are easily recognized. The group of fish houses south of the Municipal Dock are to be removed; a bulkhead built from the inside end of the dock over to the terminal deck and the region filled in. A municipal sewage disposal plant is to be built on this site.

The mouth of Miami River up to Ave. D, bridge, is bulkheaded. All objects shown are easily recognized. Avenue D bridge and 12th. street ~~to~~ bridge are concrete arched structures. The draws open in two leaves which part in the middle of the draw and hinge on the ends.

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The shore between Brickell Point and Point View (marked Lewis Point on the old chart), has been bulkheaded and extended about one-hundred meters to the east.

General.

The various streets shown on the sheet were, at Miami, actually located by the P.T. party, - at Miami Beach, all outside streets and a number of the east and west streets. All streets shown at Miami are actually laid out and improved. It is believed that sufficient streets are shown of Miami, to afford a basis for the correct fitting-in of the remaining ones from the city map furnished. On this map ⁹¹¹ ~~2000~~ streets ~~which were proposed but~~ have not been laid out and constructed, ~~are~~ ~~marked in red.~~

As many of the aids to navigation as possible were located. Intersection lines to others, which could not be determined because the P.T. work was not carried far enough, or because of unfavorable stations for intersections, are left on the sheet. Most of the daymarks are simple piles, painted red or black, with their respective numbers. A few consist of a tripod of three pilings. All beacons, except the two white rear range beacons, and the white channel beacon on the Government cut, are constructed ^{of} three piles forming a tripod. The three white beacons are square based, pyramidal, slatted structures.

It is to be noted that the original projection on this sheet has been shifted. The new and correct projection is in red. This is because the triangulation of 1918-19, was computed on an incorrect azimuth for the initial line of the triangulation net. The length of the initial line was so slightly incorrect that the error in the collection ~~was negligible.~~

of the points was negligible. Resultantly all of the old triangulation points in the city, shifted as shown when cut in by plane table. Their positions relative to the new points are shown by the points on the sheet with red circles.

Respectfully submitted,

E. H. Bernstein

Aid.

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Respectfully submitted,

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