

6198a

Form 504
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic

Sheet No. "A" 61982

~~Hydrographic~~

State New York

LOCALITY

South Shore of Long Island

Merrick Bay to Long Beach Thoro.

1934

CHIEF OF PARTY

M. O. Witherbee

U. S. GOVERNMENT PRINTING OFFICE: 1934

61982

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

61982

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. A

REGISTER NO. **61982**

State NEW YORK

General locality SOUTH SHORE ^{of} LONG ISLAND, ~~N.Y.~~

Locality ~~HEMPSTEAD BAY~~ Merrick Bay to Long Beach Thoro

Scale 1:10,000 Date of survey JUNE - JULY, 19 34

Vessel CAPTAIN BILL

Chief of party M.O. Witherbee

Surveyed by G.C. McGlasson and H.J. Bozzo

Inked by G.C.M. and H.J.B.

Heights in feet above _____ to ground to tops of trees

Contour, Approximate contour, Form line interval _____ feet

Instructions dated February 23, 19 33

Remarks: Aluminum control sheet in conjunction with

aerial topographic sheets.

DESCRIPTIVE REPORT

TO ACCOMPANY TOPOGRAPHIC SHEET "A"

Instructions dated February 23, 1933

- a. The primary purpose of this sheet was for the location of signals and landmarks for use in hydrography of Hempstead Bay, Long Island, New York. Also for the location of shore line in this area where it has been changed by dredging since the aerial photographs were taken. The center lines of the Meadowbrook and Long Beach Loop Causeways are shown as they existed at the time of this survey. However, the foundation of these roads were just being laid and were subject to change. In Freeport Creek the dredging was still under way when the season's work ended, consequently there probably will be more changes in the shore line in the northern part of this creek.
- b. Landmarks:
- | | |
|--|---|
| Lights, Club | △ |
| Mast (Giant Swing) | △ |
| Chimney (Incinerator) | △ |
| Guard (Tall flag pole Coast Guard Station) | △ |
- c. The control used on this sheet is of the third order triangulation.
- d. Traverses were run on the center line of the Causeway. This was done from a point established by a three point fix and resecting at each set-up in order to eliminate any error.
- e. Hydrographic signals and landmarks were located by at least three cuts from triangulation stations, or direct rod shots from triangulation stations, or three point fixes. Docks were located by setting up at a convenient place positioning by a three point fix and rodding in said docks. The shore line was located by setting up at convenient places, positioning by three point fix and rodding in as much shore line as could be seen. All of the channel marks on this sheet were located by at least three cuts from triangulation stations, direct rod shots from triangulation stations, or three point fixes.
- f. No form lines.
- g. No revision work.
- h. No incomplete or unreliable work.
- i. No deviation from standard practice.
- j. The junction with other plane table work was found to be satisfactory.

- k. No new names.
- l. Recoverable positions furnished on Form No. 524.
- m. Aerial photographs have been taken of this area.
- n. No changes in coast line.
- o. Marshes are of grass covered mud and sand and are often covered at high tide.
- p. Inclosures:
Description of Meadowbrook and Long Beach Loop Causeways.
Horizontal and vertical clearances on bridges.

Respectfully submitted,

Henry J. Bozzo
Henry J. Bozzo

G. C. McGlosson
G. C. McGlosson

Forwarded approved.

M. O. Witherbee
M. O. Witherbee, Chief of Party.

Fixed type bridge

Lat. 40°- 37'- 1470 m.

Long. 73°- 33'- 1100 m.

Vertical clearance 13 feet M.H.W.

Horizontal clearance 29 feet.

Fixed type bridge

Lat. 40°- 36'- 1730 m.

Long. 73°- 33'- 416 m.

Vertical clearance 14 feet M.H.W.

Horizontal clearance 29 feet.

Drawbridge

Lat. 40°- 35'- 1750 m.

Long. 73°- 32'- 870 m.

Vertical clearance with draw closed 24 ft. M.H.W.

Horizontal clearance 75 feet.

Fixed type bridge

Lat. 40°- 36'- 990 m.

Long. 73°- 33'- 305 m.

Vertical clearance 20 feet M.H.W.

Horizontal clearance 29 feet.

Drawbridge

Lat. 40°- 36'- 490 m.

Long. 73°- 34'- 290 m.

Vertical clearance with draw closed 25 feet M.H.W.

Horizontal clearance 74 feet.

Fixed type gridge

Lat. 40°- 35'- 1215 m.

Long. 73°- 35'- 367 m.

Vertical clearance 19 feet M.H.W.

Horizontal clearance 29 feet.

} applied to
F-5662

August 6, 1934

MEADOWBROOK AND LONG BEACH LOOP CAUSEWAYS

ROUTE:

The Meadowbrook Causeway extends southerly from Meadowbrook State Park immediately east of Freeport five miles across the bay to the western end of Jones Beach. The Loop Parkway two miles long branches from the Meadowbrook Parkway one mile north of the beach, and connects with Lido Boulevard at the Hempstead Town Park at Point Lookout.

LAND:

Land for the causeways was dedicated to the State by the Town of Hempstead, and the County of Nassau.

FINANCING:

The loan of \$5,050,000 for the construction of the project, made by the Reconstruction Finance Corporation in the Spring of 1933, will be amortized by tolls to be collected on the causeways.

BRIDGES:

<u>Location</u>	<u>Type</u>	<u>Clearance above Sea Level</u>
<u>Meadowbrook Causeway</u>		
High Flats Drain	Fixed	14'
Fundy Channel	Fixed	16'
Sloop Channel	<u>Drawbridge</u>	27'
<u>Long Beach Loop</u>		
Reynolds Channel	Fixed	22'
Long Creek	<u>Drawbridge</u>	27'
State Boat Channel	Fixed	22'

The clearances of the drawbridges at Sloop Channel and Long Creek on this project are 27 feet, (5 feet higher than

MEADOWBROOK AND LONG BEACH LOOP CAUSEWAYS

Continued

the bridge on the Wentagh Causeway).

CONSTRUCTION HISTORY:

Work on the project was started April 27, 1933. The Parkways from Merrick Road to Short Beach and Point Lookout will be thrown open to traffic on October 12, 1934. This is more than six months ahead of schedule.

PRESENT STATUS OF CONSTRUCTION:

More than 10,000,000 cubic yards of hydraulic fill have been placed and the roadways are 65% paved. Bascule Bridges being built in open position will be lowered for the first time during the coming week. The Channel Bridges, for which the concrete is being placed by pumping, are now 75% complete. In connection with obtaining the fill for the Loop Causeway, the State Boat Channel was extended from Jones Beach to Reynolds Channel at the Hempstead Town Park.

EMPLOYMENT:

The construction work on this project has provided employment for more than three thousand men.

OPERATION OF PARKWAYS:

A 25 cent toll will be collected from all cars south-bound on the Jones Beach and Meadowbrook Causeways, and from cars traversing the Loop Causeway in either direction. The 50 cent parking field charge at Jones Beach will be reduced to 25 cents so that the total cost to the patrons of the park, using Meadowbrook or Jones Beach

MEADOWBROOK AND LONG BEACH LOOP CAUSEWAYS

Continued

Causeways, will be no more than at present. Tolls will be collected starting January 2, 1935 and continued until the loan is amortized. Commutation rates, good on all days except Sundays and holidays on either the Jones Beach or Meadowbrook Causeways will be sold for \$1.00 a month, and on the Loop Causeway for \$2.00 a month. During the four months period that parking charges are to be made, June to September, a reduced rate parking ticket good on all days except Sundays and holidays will be sold for \$1.00 per month. A combination ticket good except on Sundays and holidays to cover both the toll on either the Meadowbrook or Jones Beach Causeways and which also entitles the holder to parking privileges at any of the parking fields at Jones Beach, will be sold at a cost of \$8.00 for the entire calendar year.

AUTHORITY:

This project was constructed by the Long Island State Park Commission acting as the Jones Beach State Parkway Authority.

E N D .

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Washington Office.

May 15, 1935. 193

DIRECTOR, U.S. COAST AND GEODETIC SURVEY:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted:

From data obtained by Comdr. G. D. Cowie April 24-26, 1935.

Plotted on this topo sheet and

scaled by J.A. McCormick

Chief of Party.

[illegible]

A list of objects carefully selected because of their value as landmarks as determined from seaward, together with individual descriptions, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report.

The selection, determination, and description of these points are an important factor in the value of the chart. Landmarks selected at appropriate intervals can be clearly charted. However, when none is outstanding, a group of two or three objects may by their interrelationship provide positive identification. A group so selected should be indicated.

The description of each object should be short, but such as will clearly identify it; for example, a standpipe, elevated tank, gas tank, church spire, tall stack, red chimney, radio mast, etc. Assign numerals to landmarks to indicate: (1) Offshore, (2) inshore, (3) harbor, 1, 2, 3 would be a mark useful on all charts. Generally, flagstuffs and like objects are not sufficiently permanent to chart.

REVIEW OF GRAPHIC CONTROL SURVEY T- 6198a, SCALE 1,10:000

Date of Review 11-1-35

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T- , 5062, 5054, with particular attention to the following details:

- (a) Projection has been checked in the Field.
- (b) Accuracy of location of plane table control points.
- (c) Discrepancies between detail on this survey and the air photo compilations listed above.
- (d) Discrepancies found in descriptions submitted on Form 524 when compared with the air photo compilations listed above.

2. Refer to the reviews and descriptive reports of air photo compilations Nos. T- , , , for a more complete discussion of any errors or discrepancies found.

Any material errors found on this survey are noted in subsequent paragraphs of this review, and these have been reported to the Field Records Section and the Cartographic Section.

Notes and corrections resulting from the review are shown on this survey in green.

all recoverable stations marked (d) and appear on T-5062 and 5054
© Stations FOP, SUM and MAX also appear on T-5062

V.B. Jones
11/5/35

6198b

Form 504
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic } Sheet No. "B" 6198b
~~Hydrographic~~

State New York

LOCALITY

South Shore of Long Island

Cinder Creek to Hog I. Channel

1934

CHIEF OF PARTY

M. O. Witherbee

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. B

REGISTER NO. 6198b

State NEW YORK

General locality SOUTH SHORE ^{of} LONG ISLAND, N.Y.

Locality ~~TEMPLE BAY~~ Cinder Creek to Hog I. ^{Island} Channel

Scale 1:10,000 Date of survey JULY, 19 34

Vessel CAPTAIN BILL

Chief of party M. O. Witherbee

Surveyed by G.C. McGlasson

Inked by G.C.M.

Heights in feet above _____ to ground to tops of trees

Contour, Approximate contour, Form line interval _____ feet

Instructions dated February 23, 19 33

Remarks: Aluminum control sheet in conjunction with aerial topographic sheets.

DESCRIPTIVE REPORT TO ACCOMPANY TOPOGRAPHIC
SHEET "B" .

Instructions dated February 23, 1933.

- a. The primary purpose of this sheet was for the location of signals and landmarks for use in hydrography, and the location of some shore line on the extreme western part of the sheet. The shore line was run by the plane table method because the aerial photographs in this vicinity were not clear., consequently, the correct interpretation was doubtful.
- b. Landmarks:
Lights club.
Single Tower Lido.
Twin Tower Lido.
Long Beach Franklin Hotel Tower.
Highway Bridge into Long Beach.
- c. The control used on this sheet is of the third order triangulation.
- d. No traverses were run.
- e. Hydrographic signals and land marks were located by at least three cuts from triangulation stations or direct rod shots from triangulation stations, or three point fixes.
Docks were located by setting up at a convenient place, positioning by a three point fix and rodding in said docks.
The shore line was located by setting up at convenient places positioning by three point fix and rodding in as much shore line as could be seen.
- f. No form lines.
- g. No revision work.
- h. No incomplete or unreliable work.
- i. No deviation from standard practice.
- j. There is no junction with plane table work on the West. However, on the east the adjacent work joins satisfactorily with topographic sheet "A".
- k. No new names.
- l. Recoverable positions furnished on form # 524.
- m. Aerial photographs have been taken of this area .
- n. No changes in Coast Line.
- o. Marshes are of grass covered mud and sand and are often covered at high tide.

Respectfully submitted,

G. C. McGlasson
G. C. McGlasson,
Jr. Cartographic Eng r.

Approved
M. D. Witherbee
Chief of Party.

Drawbridge

Lat. $40^{\circ}-35'$ - 1362 m.

Long. $73^{\circ}-39'$ - 612 m.

Vertical clearance with draw closed
 $13\frac{1}{2}$ feet M.H.W.

Horizontal clearance 100 feet

REVIEW OF GRAPHIC CONTROL SURVEY T- 61986 , SCALE 1, 10,000Date of Review *Nov. 1935*

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T- , *5062* , , with particular attention to the following details:

- (a) Projection has been checked in the Field.
- (b) Accuracy of location of plane table control points.
- (c) Discrepancies between detail on this survey and the air photo compilations listed above.
- (d) Discrepancies found in descriptions submitted on Form 524 when compared with the air photo compilations listed above.

2. Refer to the reviews and descriptive reports of air photo compilations Nos. T- , , , for a more complete discussion of any errors or discrepancies found.

Any material errors found on this survey are noted in subsequent paragraphs of this review, and these have been reported to the Field Records Section and the Cartographic Section.

Notes and corrections resulting from the review are shown on this survey in green.

all stations marked (d) are recoverable as described on Form 524 cards and appear on T-5062.

0 Stations MUD and MIX also appear on the T-5062.

B.G. Jones 11/5/35