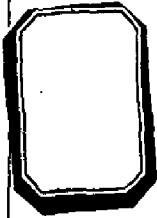


3693

Top. 3693

U. S. SURVEY
L. & A.
DEC 10 1917
App. No.



Form 504
 DEPARTMENT OF COMMERCE
 U. S. COAST AND GEODETIC SURVEY

State: Rhode Island

11-5913

DESCRIPTIVE REPORT.

Top. Sheet No. 3693

LOCALITY:

1917

CHIEF OF PARTY:

3693

DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

E. LESTER JONES, SUPERINTENDENT.

RHODE ISLAND

Conanicut Island, Narragansett Bay.

A Descriptive Report to Accompany

Topographic Sheet ("G") **3693**

Scale 1-10,000

1917

Wire Drag Party No.2
Observers-
R.K.Bennett, Aid
R.J.Hole, "
E.M.Wilbur, Deck Officer.

R.P.Strough
Jr. H.&G.Engineer
Chief of Party.

Descriptive Report to Accompany

Topographic Sheet "C" , Conanicut Island.

RHODE ISLAND

Extent and Methods-

Sheet "C" comprises a traverse by Plane Table of the roads on Conanicut Island. About two thirds of the work was done by direct sights from three point positions, using signals located by triangulation. The remainder was done by plane table traverse between three point positions.

One of the signals, the Jamestown Standpipe, has been torn down and rebuilt on a new foundation since its location. When the discrepancy between the actual position and that plotted from the List of Positions was discovered, the new structure was located by Plane Table.

Relative Importance-

The most important road on the island is Narragansett Avenue, connecting the East and West Ferries, and lying on the direct automobile route between New York and Newport. Next in importance are the road from Jamestown around the South end of the main island, and the one on the East side for about three miles North from Jamestown. The rest are of minor importance, and in some cases appear to have been discontinued.

Bridges and Culverts-

There are no bridges of any size. The culverts appear adequate and in good condition.

Type of Construction and Present Condition-

Narragansett Avenue is an excellent bituminous Macadam in good repair, as is the road leading North along the East side for about three miles of its length. All main roads South of Narragansett Avenue are of gravel, in good repair. The remainder are earth roads, rocky in places and for the most part in poor repair.

Special Features-

Many of the roads on the island have been built by private means, but appear to be used by the Public. The most of these roads are in the town of Jamestown, on the north side of Narragansett Avenue. For the most part, only their junction with the public roads have been located and indicated on the sheet. These private roads on the East side are good bituminous roads, wider and better than the adjoining public roads.

Statistics-

Miles of Public Roads----- 32.5

Respectfully Submitted,

Charles M. Wilbur
Deck Officer.

To the Superintendent,

U.S. Coast and Geodetic Survey.

Saunderstown, R.I.

November 30, 1917.

Respectfully forwarded,

R. P. Strough
Jr. H. & G. Engineer
Chief of Party.

3693

PLANE TABLE POSITIONS

Object and Description	Latitude	D.M.	Longitude	D.P.	Remarks
Derrick	41 53	1655	71 22	698	
Standpipe, Jamestown	41 29	822	71 22	598	New Location
Grey Tower	41 28	1767	71 23	476	
Hip Roof Barn	41 28	1020	71 23	663	
Dome, Grey Stone Ho.	41 28	1023	71 22	699	

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

The finished Topographic Sheet is to be accompanied by the following title sheet, filled in as completely as possible, when the sheet is forwarded to the Office.

U. S. Coast and Geodetic Survey.

Register No. 3693

State . . Rhode Island

General Locality . . Narragansett Bay.

Locality Conanicut Island

Chief of party . . R.P.Strough, Jr. H.&G.Engineer

Surveyed by . . E.K.Bennett, R.J.Hole, E.M.Wilbur.

Date of survey . Sept., Oct., Nov. . . 1917.

Scale 1-10,000.

Heights in feet above

Contour interval feet.

Inked by E.M.Wilbur. . . Lettered by E.M.Wilbur

Records accompanying sheet (check those forwarded): Photographs,

Descriptive report, Horizontal angle books, Field computations,

Data from other sources affecting sheet

Remarks:

A plane table survey of the roads on Conanicut Island, controlled by triangulation and with no other topographic revision.