

8431

70. Revers
6.5

Diag'd. on diag. ch. No. 1248-2

8431

Form 504	
U. S. COAST AND GEODETIC SURVEY	
DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey	TOPOGRAPHIC
Field No. T-8431	Office No.
LOCALITY	
State	FLORIDA
General locality	DADE COUNTY
Locality	OPA - LOCKA
1946	
CHIEF OF PARTY	
Lt. Comdr. George E. Morris Jr.	
LIBRARY & ARCHIVES	
DATE	February 3, 1948

RECORD SHEET

Div. of Photogrammetry
Graphic Compilation Sect.

GENERAL LOCALITY Florida

SHEET NO. 2-8431

LOCALITY East Coast

PROJECT NO. 312-8

PHOTOS ORDERED..... REC'D 8/20/46

SCALE 1:20,000

PROJECTION ORDERED..... REC'D 6/25/46

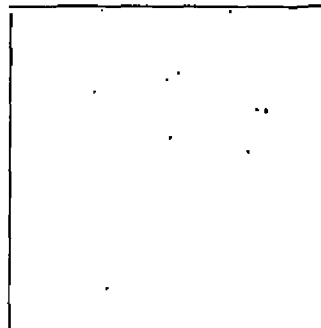
Project limits
Joins..... Ck.....

CONTROL:

COMPUTED M.M. Slavney VERIFIED R.J. Pate

PLOTTED W.U. Dawsey VERIFIED M.M. Slavney

Project Limits
Joins..... Ck.....



Project Limits
Joins..... Ck.....

PHOTO PREPARATION:

CONTROL W.U. Dawsey

AZIMUTHS M.M. Slavney

PASS POINTS R.J. Pate

Joins 2-8432 Ck.....

TEMPLATES E.C. Andrews VERIFIED M.M. Slavney

RADIAL PLOT:

PLOTTED BY M.M. Slavney DATE 10/9/46

VERIFIED M.M. Slavney DATE 10/9/46

DATE OF PHOTOS Single lens 6/1/45
Nine lens 11-14-42 50
TIME OF PHOTOS Single lens 13:30-14:15
Nine lens 9:15 2:30

COMPILATION:

DETAIL POINTS R. Dossett DATE Nov. '46

DETAIL BY R. Dossett DATE Nov. '46

VERIFIED BY J.A. Giles DATE Nov. '46

STAGE OF TIDE.....

Inshore quadrangle

COMPARISON WITH PREVIOUS SURVEYS; TOPO., HYDRO., AND CHARTS:

Not applicable to charts (inshore)

A comparison was made with CWA quadrangle 266. New changes in detail due to recent construction limit the comparative values of these two quadrangles (see compilation report).

REMARKS.....

FORWARDED TO..... DATE.....

1943 20000

8431

Opal-Locka *

(IX) 312-B

Tampa, Fla.

George E. Morris, Jr.

Tampa, Fla.

George E. Morris, Jr.

May 25, 1945

Div. of Photog. Office file.

21 Mar. 1947

May 1, 1947

May 1, 1947

Jan 1948
~~24 Dec, 1947~~

1: 20,000

1: 24,000

None

N.A. 1927

M.S.L.

Red Top, 1934 (d.m.)

25° 56' 21" 709(668.1M)

80° 16' 40" .254(1120.1M)

Florida East Zone

137,320.68 ft.

584,280.69 ft.

"B"

* See last line, IP 47, Field Edit Report for statement on name. Before B.G.N. for decision 12/31/47

B.G.N. approved Opal-Locka 1/6/49

lower case "l" when subal means not in cap. l.

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
45C-3294-3298 incl.	6/1/45	13:30	1:20,000	
45C-3323-3329 "	"	13:45	"	
45C-3395-3401 "	"	14:50	"	
11955	11/14/42	2:18	"	Inshore quadrangle
11956	"	2:19	"	
11957	"	2:20	"	
11960	"	2:30	"	
11961	"	2:31	"	
11962	"	2:32	"	

Tide from (III): Inshore quadrangle

Mean Range: Inshore quadrangle Spring Range: Inshore quadrangle

Camera: (kind or source) U.S. C. & G.S. 9 Lens, 8 1/4" focal length.

Field Inspection by: W.H. Shearouse date Sept.-Oct. 1945

Field Edit by: J.D. Weiler ✓ date: Jan. 1947

Date of Mean-Water line location (III): None

Projection and Grids ruled by (III) W.O. (S.R.) date: 25 Feb. 1946

" " " checked by: " " date: 25 Feb. 1946

Control plotted by: W.W. Dawsey date: 8/22/46

Control checked by: M.M. Slavney date: 8/22/46

Radial Plot by: M.M. Slavney date: Aug. 1946

Detailed by: R. Dossett date: Oct.-Nov. 1946

Reviewed in compilation office by: J.A. Giles date: Nov. 1946

Elevation on Field Edit Sheet ✓
checked by: J.A. Giles date: Nov. 1946

STATISTICS (III)

Land Area (Sq. Statute Miles); 66

Shoreline (More than 200 meters to opposite shore); None

Shoreline (Less than 200 meters to opposite shore); None

Number of Recoverable Topographic Stations established; None

Number of Temporary Hydrographic Stations located by radial plot; None

Leveling (to control contours) - miles; 43 1/4 miles

Roman numerals indicate whether the item is to be entered by,

(II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

When entering names of personnel on this record give the surname and initials (not initials only).

Remarks:

Sheets of CWA survey in this area are:

Sheet 11, Quad 260

Sheet 12, " "

Declination - 1°30' East.

MAP T. 843 / PROJECT NO. CS 3/2-B SCALE OF MAP 1:20,000 SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR Y-COORDINATE LONGITUDE OR X-COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS		DATUM CORRECTION	N.A. 1927 - DATUM		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
				FORWARD	(BACK)		FORWARD	(BACK)	
✓ Airport Beacon, 1934 (m.d.)									
✓ Red Top, 1934									
✓ Red Top R.M. 1 (Az. MR.), 1934 (F.G.S.)			F.G.S. = Florida Geodetic Survey						
✓ DA 178, 1936 (F.G.S.)									
✓ DA 179, 1936 (F.G.S.)									
✓ DA 180, 1936 (F.G.S.)									
✓ X 9, 1934 (F.G.S.)									
✓ X 10, 1934 (F.G.S.)									
✓ X 11, 1934 (F.G.S.)									
							List by		
							<i>Red P. Rihm</i>		

FIELD INSPECTION REPORT
TO ACCOMPANY
OPA-LOCKA QUADRANGLE T-8431

1. DESCRIPTION OF AREA:

This quadrangle is located between north latitude $25^{\circ} 52' 30''$ and $26^{\circ} 00' 00''$ and west longitude $80^{\circ} 15' 00''$ and $80^{\circ} 22' 30''$ on the east coast of Florida, in Dade and Broward Counties. This is an inshore quadrangle and consists of \times about 66 square statute miles of land area. The eastern part has the higher elevations which range up to about 15 feet and gradually decline to the westward to below the 5-foot contour where the everglades start.

Opa-Locka is the only town within the quadrangle. The U.S. Naval Air Station, Miami, Florida is at Opa-Locka and is locally called Opa-Locka Air Base. Plans for this naval air station have been secured from the Commanding Officer and are submitted with this report. Also, plans for the Naval Air Gunnery School which lies in the northwest quarter of the quadrangle. The Seaboard Airline Railroad serves the town of Opa-Locka and traverses the southeast corner of the area. There are several important drainage canals in the area becoming more numerous toward the gladeland in the west.

Away from Opa-Locka the area is thinly populated, the land being principally devoted to dairy farming. The buildings are mostly found in small groups, ranch style.

The vegetation is composed of scattered pine, palm and deciduous trees with low brush and palmetto in the eastern half of the area. In the southwest quadrant some of the gladeland has been reclaimed for pasture and farming. The northwest quadrant is practically all gladeland.

2. COMPLETENESS OF FIELD INSPECTION:

Field inspection has been done in accordance with the current instructions for the project.

Roads and vegetation have been classified, buildings and boundaries delineated. The inspection is complete.

3. INTERPRETATION OF PHOTOGRAPHS:

The gladeland appears gray on the photographs. It is usually rough looking, the rough part being brush. Scattered pine appears dark-specked on gray background. The light background is grass or brush. The deciduous trees are black and round looking and are usually in clumps.

4 HORIZONTAL CONTROL:

All known horizontal control in the area was searched for.

The existing horizontal control does not appear adequate for controlling the radial plot and the instructions for the project call for a traverse to be run by this party in the northwest part of the area. A special report on the traverse will be written when the work is done. (Stations listed on page 4 of data record and referred to in the Review Report.)

Florida Geodetic Survey traverse stations were recovered and identified on the 1:20,000 scale, nine lens photographs.

The monument for triangulation station RED TOP, 1934 was found broken off. The underground mark was recovered in good condition and the surface mark was reset and stamped RED TOP, 1934, 1945.

All stations identified on the photographs are believed to be within the accuracy requirements.

5 VERTICAL CONTROL:

Existing vertical control was searched for and identified on the nine lens photographs in its approximate position. Numerous Bench Marks established by the Florida Geodetic Survey were found to be of no value to this party as they were only temporarily marked and the descriptions of their location very poor. Form 685 has been submitted showing these Bench Marks lost or destroyed.

Approximately one half the area covered by this quadrangle was contoured by the Florida Geodetic Survey. No additional levels were necessary for correcting and revising the contours in this area.

For the vertical control necessary for contouring the remainder of the area, fly line levels were run and closed within the accuracy requirements by Mr. William H. Shearouse, Principal Photogrammetric Aid and Mr. Joseph K. Wilson, Principal Photogrammetric Aid. Level points (T.B.Ms.) were established and identified on the photographs.

To insure a degree of permanency necessary to the period of contouring these points were marked with stakes and bottle caps. These level lines were run along the roads traversing the area.

Level elevations were inked in blue on photographs 11960, 11961, 11962 and 11995.

6 CONTOURS AND DRAINAGE:

Most of the eastern half of the area covered by this quadrangle was contoured by the Florida Geodetic Survey. Accuracy tests were run on this work by Joseph K. Wilson, Principal Photogrammetric Aid. It was found that only a minor number of corrections were necessary. These were done by Wilson and Shearouse. Topographic sheets Nos. 11, 12, 13 and 14 of Florida Geodetic Survey quadrangle No. 260 cover the area of this quadrangle.

*Filed in
Div. Photog.
General File*

The area not contoured by the Florida Geodetic Survey was done on nine lens photographs No. 11960 and 11961 by Wilson with a very small area being completed on photograph 11960 by Shearouse. Part of this contouring had to be run in one to two feet of water.

There is no natural drainage in this quadrangle.

Spot heights have been shown on the spoil banks along the canals and the contours shown entering the canals.

Drainage is by man-made canals and seepage.

7-8-9-10-11 and 12 inapplicable to this quadrangle.

13 LANDING FIELDS AND AERONAUTICAL AIDS:

The Miami Naval Air Station, Naval Air Gunnery School and the Naval Radio Station Site fall within the limits of this quadrangle. Detail maps of these fields are submitted with this report.

14 ROAD CLASSIFICATION:

Roads were classified in accordance with General Instructions, Classification and Compilation of Roads, dated June 30, 1945.

*Filed in Div. Photog.
Office File*

15 BRIDGES:

Bridges were classified in accordance with the current instructions for the project.

16 BUILDINGS AND STRUCTURES:

Buildings to be shown on the map manuscript were circled in red ink on the single lens ratio enlargements as they are the more recent date. The nine lens photographs were used for the remainder of the area. Buildings not to be shown have been deleted by crossing out in green ink.

17 BOUNDARY MONUMENTS AND LINES:

City limits of Opa-Locks, boundaries of the Naval Air Bases, the Dade-Broward county line, were delineated in red ink and labelled and the voting precincts delineated in black ink and labelled. All boundaries are on the 9-lens photographs.

The section corners recovered have been identified on the photographs with a pricked point inside a small red circle and labelled, showing the township and range. Only three section corners were recovered north of State Highway No. ³²279 and west of Red Road. This area is practically all everglades and was from one to three feet under water at the time section corners were recovered. A traverse is to be run in the near future, a short distance west of the western boundary of this quadrangle, and an effort will be made at that time to recover additional corners in the everglades.

19 GEOGRAPHIC NAMES:

This is the subject of a separate report for the project submitted by Lowell I. Bass, Assistant Photogrammetric Aid. *Filed in the Geographic Names Section, Division of Charts.*

Respectfully submitted,

William H. Shearouse
William H. Shearouse
Prin. Photo. Aid

Approved and forwarded:

George E. Morris, Jr.
George E. Morris, Jr.
Chief of Party.

REVISION CONTOURING C.W.A. DADE
COUNTY PROJECT C.S. -312 B
QUADRANGLES T-8430, T-8431,
T-8432, T-8433, T-8434, T-8435,
T-8436, AND T-8437

The revision survey of the C.W.A. contours was made by Joseph K. Wilson, Principal Photogrammetric Aid, under the immediate supervision of G. E. Varnadoe from September 24, 1945 to January 1, 1946. Vertical accuracy tests were also run during this period.

1. DESCRIPTION OF THE AREA:

The revision of these quadrangles covers an area chiefly in Dade County.

This section of Florida is in general a low flat area with elevations ranging from sea level to 20 feet. The drainage greatly consists of canals and man-made ditches.

2. METHODS:

The revision of the contours was done on photographic prints of the original C.W.A. plane-table sheets of Dade County, except the quadrangle T-8437 where three photostat copies of negative prints were used. The photographic prints proved to be of very good scale where the photostats were slightly off scale and a small factor was applied. This work was accomplished by a two-man party. All roads were traversed by truck, and a visual inspection was made of the contours. Evidently when these contours were run by the C.W.A., except on a very few sheets, they disregarded the superelevations of roads, railroads, fills, etc. Special attention was given these areas. In some cases it was possible to correct these contours visually, but where there was any doubt they were corrected by the use of a hand level and topo rod, and where necessary a plane-table was used.

Where extensive changes have taken place such as borrow pits, spoil banks, etc., they were noted on the C.W.A. sheets to be contoured on a photograph at a later date and also in some instances where the contours could not be cleaned up except by extensive plane-table work, this too was marked and left to be done by the contour party when contouring borrow pits, etc.

All contours visible from the roads were examined for shape and relative position.

The original contours of the C.W.A. proved to be very good (see accuracy tests below) and have been inked in red while the corrections to these contours have been shown with purple ink. Where contours are too congested to be drawn, i.e., along fills, canals, etc., the turning points have been shown and sufficient notes made so that the contours can be shown accurately. These notes are self-explanatory.

3. VERTICAL ACCURACY TESTS:

An accuracy test has been run in each of the quadrangles mentioned above. This work was done by a four-man planetable party. These tests were done on the sheets mentioned above. These tests started at a bench mark and closed at a bench mark. All tests closed within 0.3 of a foot.

While running these tests the scale of the C.W.A. prints was found to be very good except for a negative print used in quadrangle T-8437 which had a small factor. Also it was found that the C.W.A. contours are very good both in shape and position.

The accuracy tests in respect to their sheet number are listed as follows:

T-8430 - sheet 261-4	T-8434 - sheet 267-6
T-8431 - sheet 260-11	T-8435 - sheet 266-11
T-8432 - sheet 260-23	T-8436 - sheet 266-9
T-8433 - sheet 261-30	T-8437 - sheet 266-28 NP

4. JUNCTIONS:

Junctions were made with the respective sheets of the C.W.A. and they were in good agreement.

A junction has been made with quadrangle T-8428, which has been contoured by the Coast and Geodetic Survey, and these contours were found to be in good agreement.

Respectfully submitted,

Joseph K. Wilson,
Photo. Aid

Approved and forwarded:

George E. Morris, Jr.
Chief of Party

MAIN RADIAL PLOT
PROJECT 312 B (PARTIAL)
QUADRANGLES 8428, 8429, 8430, 8431
8432, 8433 AND 8434

This plot consisted of seven quadrangles, T-8428, T-8429, T-8430, T-8431, T-8432, T-8433 and T-8434. The projections for these quadrangles were received in this office in July and August 1946. Control was plotted and checked by members of the control section using the Beam Compass and meter bar method. The control to be used in the main radial plot was then transferred to the base grid by matching the manuscript grid with the base grid.

A circle with a 14-inch radius was drawn upon each photograph to facilitate use of the central portions of the photographs in preference to the outer extremities, which may be affected to a marked degree by excessive paper distortion.

Pass points were selected in a regular quadrilateral scheme in order to strengthen the graphic control scheme as represented by the main radial plot. All azimuths and cross azimuths were established with the stereoscope and radial liner method.

Control was pricked and checked on the photographs without reference to the 14-inch radius circle. All control on the photographs was used on the templates. It may be noted that the circle of 14-inch radius was also put on the templates to assist in evaluating the edges of the photograph.

All photographs used for this radial plot were printed on unmounted acetate impregnated paper, thus necessitating treatment for the effect of paper distortion. This has been accomplished by the use of low shrinkage acetate and vinylite material on which rays have been drawn to the corners and midpoints of the sides of a square format. The templates were made by adjusting these rays to the corners and to the collimation marks of the photographs when drawing radials to control and pass points.

Discussion of the main radial plot follows:

A. CONTROL:

With the exception of the western portion of quadrangle T-8431 control was considered to be adequate for the main radial plot. A traverse starting at Florida Geodetic Survey Station DA-180 was run west beyond the western limits of T-8431 and positions ascertained for substitute stations number 1 and 2.

The computations and report on this traverse are being submitted under separate cover.

See Review Report.

In all forty well distributed control points were used to control the plot. All the control pricked was held with the exception of station, SE⁴ BOARD RAILROAD TWIN STACKS, EAST. Field identification of this station was obscure on the 1: 10,000 field print and transfer to the 1: 20,000 photographs was of doubtful accuracy.

Three control stations, FRONTON S.E. TOWER, A-19 OFFSET SUBSTITUTE STATION, and DA 179 were pricked on the photographs and fixed by the main radial plot. The stations were then plotted from the list of positions. In all three cases, these stations are widely separated with one falling west of the quadrangle 8428 limits, the discrepancy was found to be too small to plot graphically at the working scale. It is believed that this method does serve as an accuracy check on the plot.

B. PHOTOGRAPHS:

The photograph coverage in the area of this plot was excellent.

Nine lens photographs furnished were:

11827 - 11841 inclusive	
11931 - 11944	"
11951 - 11957	"
11960 - 11966	"
11986 - 11999	"
12159 - 12164	"

Photographs 11995, 11997, 11998 and 11999 were not used in the plot because there was sufficient coverage of the area for the plot without them.

Tilt was observed in several photographs but with one exception caused no difficulty. The exception was photograph 11991 and because it could be discarded without adversely affecting the photograph coverage it was put aside for further study.

All the photographs used in the plot were examined for poor chamber junctions. The examination disclosed erratic chamber junctions and numerous wing chambers radially displaced with the center chambers. These were noted on the photographs and adjustments used where possible. The poor chamber junctions were also marked on the templates to assist in evaluating the information on the templates. It is felt that these operations helped to achieve a satisfactory plot.

C. CLOSURE AND ADJUSTMENT:

The plot was laid in the usual manner; the template with the strongest fix on control was laid first, then templates with progressively weaker fixes following in order,

Satisfactory junctions were obtained with the radial plots for quadrangles adjoining the area covered by this plot.

D. AREAS OF QUESTIONABLE ACCURACY:

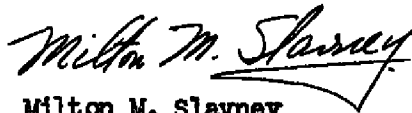
It is believed that all parts of this plot fall within the prescribed limits of accuracy.

E. GENERAL:

The pass points were pricked and circled on the back of the map manuscript with double red inked circles of 1.5 mm. and 2.5mm. radii. Photograph centers were shown with double red inked circles of 2.5 mm. and 5.0 mm. radii.

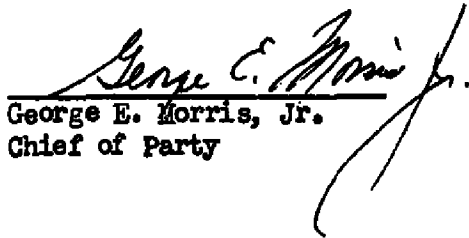
The map manuscripts were then released to the draftsmen for the addition of detailing points, which are to be shown in blue ink circles of 1.5 mm radius.

Respectfully submitted,



Milton M. Slavney
Photo. Engineer

Approved and forwarded by:



George E. Morris, Jr.
Chief of Party

COMPILATION REPORT
TO ACCOMPANY
OPA-LOCKA QUADRANGLE NO. T-8431

26 & 27 CONTROL AND RADIAL PLOT:

A special report prepared by M.M. Slavney, Photogrammetric Engineer is submitted with this report.

28 DELINEATION:

Both nine lens and single lens photographs were used for the delineation of this map manuscript.

The nine lens photographs were used for the establishment of detail points. These points were transferred to the single lens photographs which were used in all cases where photographic coverage permitted. The single lens photographs being of 1945 date, naturally, showed considerable detail not covered by the 1942 dated nine lens photographs. In general they were of a much better scale. The single lens flight 45C-3395 -45C-3401 inclusive was of poor scale and was used only as a check or in cases of new features not obtainable from the older nine lens photographs.

Woodland areas and cultural features were outlined and symbolized according to the latest instructions. *Inst. of 30 June 1945.*

Contours have been shown on the front of the map manuscript in brown acetate ink.

The ditch and canal contours were not actually drawn in but sufficient informative labeling was used to facilitate their eventual delineation by the smooth draftsman.

The field inspection was adequate except for woodland classification. The field inspector generalized too extensively in his interpretation of vegetation. The further use, in some instances, of the old planimetric symbolizations such as "Br and GR.", "Cultivated" and "Pasture" was confusing to the draftsman. Study of the photographs indicated various forms of vegetation in these areas. See field photograph 45C-3399 where "S.S." bears a label of "pasture".

The foregoing has been noted on the discrepancy overlay for checking by the field edit.

Interpretation was difficult due to the flooded condition of the areas at the time of the field inspection (See paragraph 17, Field Inspection Report).

In the delineation of contours from CWA prints surrounding details were held to instead of plane coordinate lines whenever discrepancies appeared in the details between the two maps. This was done on the assumption that the CWA topographer used cultural details for controlling the positions of the contours.

29 SUPPLEMENTAL DATA:

The plans of the Miami Naval Air Station and subsidiary properties such as the Naval Radio Station Site and Navy Housing Project (See paragraph 13, Field Inspection Report) were obtained from the Commanding Officer by the field inspector.

Not available in Wash Office at time of review and registering.

The plane coordinate positions for the three towers and the four corner monuments of the reservation limits were taken from the plans of the Naval Radio Station and plotted on the map manuscript. The southwest section corner of Section 33 was added in a like manner. This section corner was not recovered by the field inspector and has been referred to the field editor for corroboration.

Rec by F.E. party.

The field inspector noted in his descriptive report (paragraph 13) that the plans for the Naval Air Gunnery School was included in the plans obtained from the U.S. Naval Air Station. These plans were not received in this Office.

30 - 35:

Not applicable to this quadrangle.

36 LANDING FIELDS AND AERONAUTICAL AIDS:

See "Field Inspection Report".

37 BRIDGES:

There is no navigable water within the limits of this quadrangle.

38 SECTION CORNERS:

Twenty-four section corners recovered in the field have been shown on the map manuscript according to instructions.

An additional section corner was taken from the plans for the U.S. Naval Radio Station (See paragraph 29 of this report). The public land lines will be constructed at the time of field edit.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

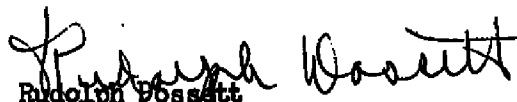
A comparison was made with that portion of C.W.A. quadrangle No. 266 which is covered by this map manuscript.

Such outstanding changes as the construction of the U.S. Naval Air Station and its subsidiary properties, which extend from the northern to the southern limits on the eastern side of the quadrangle, limit the comparative value of these two quadrangles. The main highways were generally in good agreement.


46 COMPARISON WITH NAUTICAL CHARTS:

Not applicable.

Respectfully submitted,


Rudolph Bossatt
Prin. Photo. Aid

Approved and forwarded:


George E. Morris, Jr.
Chief of Party.

FIELD EDIT REPORT

QUADRANGLE T-8431

PROJECT CS-312-B

"OPA-LOCKA"

The field edit of this quadrangle was completed during January, 1947 by John D. Weiler, Photogrammetrist.

46. Methods.-In field editing the map manuscript, all roads were traversed by truck, except in gladeland areas where a "weasel", borrowed from the Navy, was used. All cultural data added to the map manuscript was either plotted from topographic features, or cut in by planetable methods.

47. Adequacy of the MAP MANUSCRIPT.-The map manuscript was adequate and correct except for numerous changes made since the date of the original field inspection, and numerous details omitted during that inspection.

Attention is called to the gladeland area that apparently caused the compilation section some trouble in interpreting. Although it appears as "Brush Swamp" on photographs, it was found to consist primarily of saw-grass at the time of the field edit. This may be due to fire which would have burned off the wax myrtle brush. It is recommended that the area be classified as gladeland and no woodland classification shown.

In many instances, the compilation section questioned areas classified as brush, in regards to scattered softwoods. The original field inspection was found to be correct, and the areas in question do not contain scattered softwoods.

In the area around Opa-Locka there are numerous pasture fields with a few scattered trees to afford shade. These areas were classified on the map manuscript as scattered softwoods. The actual ground appearance is one of cleared land and little or no ground surface is obscured on the photographs. It is recommended that these areas be changed as shown on the field edit sheet.

Attention is called to the U. S. Naval Air Gunnery Range. The Base, although belonging to the Navy, has been abandoned and is being used as a pasture. All County Roads within its limits are abandoned and are growing up to weeds. As the situation exists at the present time they should be shown as Rd 4's. All other roads were correctly classified.

Attention is called to additional contouring at the N.W. section of the quadrangle. This work was done by "weasel" and the area was probably inaccessible to the original contour party (Nov. & Dec. 1945). This work was undertaken on the basis of cross sections in the general vicinity obtained in the area. The additional contouring was done on photographs Nos. 11956 & 11960.

—Roads

Attention is called to the city limits of Opa-Locka. Two changes were made: The limits running through Master Field follow the section line rather than the road, and the limits through the north part of the Naval Air Station also follow the section line, as indicated on the Section-Line Discrepancy Print.

Attention is called to the Elevated Tank at the Miami Naval Air Station at Opa-Locka. The coordinates were obtained from the Station's Public Works Office; Form 524 is submitted herewith.

In the State's process of renumbering highways, State Highway 26 has been changed to State Highway 25, and State Highway 270 to State Highway 826.

In regards to the runways at the U. S. Naval Air Station the aprons are paved. Since, however, the lines between the runways and aprons do not interfere with any other culture it is recommended that they be left as originally shown.

Attention is called to the name Opa-Locka, which should be hyphenated.

48. Vertical Accuracy Test.-The vertical accuracy tests were run as part of revision contouring of C.W.A. sheets. See report by Joseph K. Wilson. *Filed in Desc. Report.*

49. Public Land Line Discrepancy Overlay.-Five additional section corners were recovered on the photographs and Form 524 submitted. Where section corners were not recovered the lines were checked visually in the field for coincidence with fence lines, ditches, etc. The answers to discrepancies noted have been indicated on the section corner discrepancy print, rather than on the doubleweight copy of the map manuscript. *Filed in Div. Photogrammetry General File.*

The map manuscript was reviewed by John E. Pullom, Public Works Engineer at the U. S. Naval Air Station at Opa-Locka. For the last five years he has been engaged in engineering work in the area, and is a life-time resident. He could find no errors.

Respectfully Submitted

John D. Weiler
John D. Weiler
Photogrammetrist

Approved and Forwarded

Ross A. Gilmore
Ross A. Gilmore
Chief of Party

Field Edit corrections were made in the Compilation Office, Tampa, Fla. J.R.

QUADRANGLE T-0451
Project CS-512 B

PUBLIC LAND LINES:

Plats of surveys made by the Internal Improvement Fund of the State of Florida in 1908, 1912, and 1914, were used in constructing the section lines except for Township 52 South, Range 41 East. In this area, section lines established on the C.W.A. maps by the County Engineer of Dade County were used as a visual comparison.

*All available
Plats filed
in Div. Photop.
Manual File.*

Due to the great number of section corners recovered in the field, it is believed that the lines are fairly accurate with the exception of those in the north west portion of the quadrangle. (Township 51 South, Range 40 East). This area is glacial and no corners were recovered in the field. No detail exists in this area that might control the section lines; however, a "dog ear" was placed on the north part of the map manuscript and cultural detail on photograph 11957, falling north of the limits of this quadrangle, was used to help control the north-south lines. The survey of 1912-1914 appears to be twisted in azimuth between the north-south and east-west lines. The northeast corner of section 14, Township 51 South, Range 40 East, was recovered by the field editor on photograph 11960. This corner falls a little over a mile north of the project limits and was not radially out in; however, it falls exactly in the center-line of Red Road, thus proving that the section line follows Red Road instead of bearing to the east of the road as plotted from the 1912-1914 survey.

Attention is called to the survey plat of Township 52 South, Range 40 East, made by the Internal Improvement Fund in 1912. A note states that the bearings of the north-south line as listed, are in error about one degree. Existing detail and recovered corners prove the bearings as listed to be correct.

Section lines have been inked on the front of the map manuscript in red acetate ink and the numbers of the sections shown in their approximate centers.

Respectfully submitted,

William A. Sasuro
Photogrammetric Engineer.

Approved and Forwarded:

George E. Morris, Jr.
Chief of Party

Division of Photogrammetry
Review Report of
Topographic Map Manuscript T-8431

Subject numbers not used in this report have been adequately covered in other parts of the descriptive report.

26. Control.-

Additional horizontal control stations, established by traverse to provide sufficient control for the radial plot, have been listed on form M-2388-12, which will be found in this descriptive report immediately following the Data Record. Computations for the traverse have been forwarded to the Division of Geodesy.

28. Detailing.-

An overlay has been prepared by the reviewer to aid in the smooth drafting and editing of this quadrangle.

Many roads within the Naval Air Station have been reclassified to Road 3 from Road 2.

48. Accuracy Tests.-

The vertical accuracy test for this quadrangle meets the project specifications. It will be found on sheet 260-11 of the C. W. A. surveys. It is believed that this map complies with the national map accuracy requirements.

Reviewed by:

Jack L. Rihn
Jack L. Rihn
30 April 1947

Reviewed under direction of:

S. V. Griffith 11/21/47
S. V. Griffith
Chief, Review Section

APPROVED BY:

B. J. Jones 1/48
Technical Assistant to the
Chief, Div. of Photogrammetry

W. H. Green
Chief, Nautical Chart Br.
Division of Charts

K. T. Adams
Chief, Div. of Photogrammetry

L. H. Green
Chief, Div. of Coastal Surveys

POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

KTA
78

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

Tampa Photogrammetric Office
Box 1689, Tampa, Florida

18 July 1947

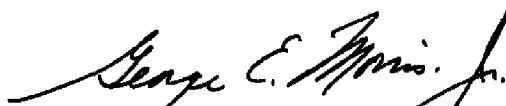
To: The Director
U.S. Coast and Geodetic Survey
Washington 25, D.C.

Subject: Elevation of Bench Marks, Quadrangle T-8431, Project
CS-312 B.

We have discovered that the 1945 Airport Bench Marks (G120, H120, J120 and K120) shown on quadrangle T-8431 were listed in error as to elevation. The elevations shown on the map manuscript are in meters (unadjusted).

This error is partially due to the field elevations being listed without any notation as to whether the elevations were in meters or feet. The compiler assumed the elevations to be in feet and did not make a close enough check between the elevations and the contours. This error was inadvertently overlooked during review.

The adjusted elevations listed on AP29Fla. August 1, 1946 were not available at the time of delineation. They were received after the transmission of the quadrangle for final review and were part of the geodetic data for the state of Florida recently sent this office.



George E. Morris, Jr.
Lieut. Comdr. USCGS
Officer in Charge
Tampa Photogrammetric Office

WAR/c

Revised: please correct manuscript accordingly and file in Description Report.

S.P.



This had already been corrected during review in Wash Office
J. P.

NAUTICAL CHARTS BRANCH

SURVEY NO. T-8431

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
5-13-57	1248	<i>Carl M. [Signature]</i>	<i>In area of title 440176</i> Before After Verification and Review <i>Exam No Corr</i>
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M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.