

8432

8432

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

Form 594	
U. S. COAST AND GEODETIC SURVEY DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey TOPOGRAPHIC	
Field No. T-8432	Office No. _____
LOCALITY	
State Florida	_____
General locality Dade County	_____
Locality Hialeah	_____
194 <u>7</u>	
CHIEF OF PARTY	
Lieut. Comdr. George E. Morris, Jr.	
LIBRARY & ARCHIVES	
DATE March 9, 1948	_____



DATA RECORD

T- 8432

Quadrangle (II): Hialeah

Project No. (II): CS-312 B

Field Office: Tampa, Fla. Chief of Party: George E. Morris, Jr.,
Lieut. Comdr.Compilation Office: Tampa, Fla. Chief of Party: George E. Morris, Jr.,
Lieut. Comdr.Instructions dated (II III): May 25, 1945 Copy filed in Descriptive
Report No. T- (VI)
Div. Photogr. Office Files

Completed survey received in office: 16 Sept. 1947

Reported to Nautical Chart Section:

Reviewed: ^{25 Feb 48} Applied to chart No. Date:

Redrafting Completed:

Registered: 3 Mar 1948

Published:

Compilation Scale: 1:20,000

Published Scale: 1:24,000

Scale Factor (III): None

Geographic Datum (III): N.A. 1927 Datum Plane (III): MSL

Reference Station (III): Hialeah, 1934

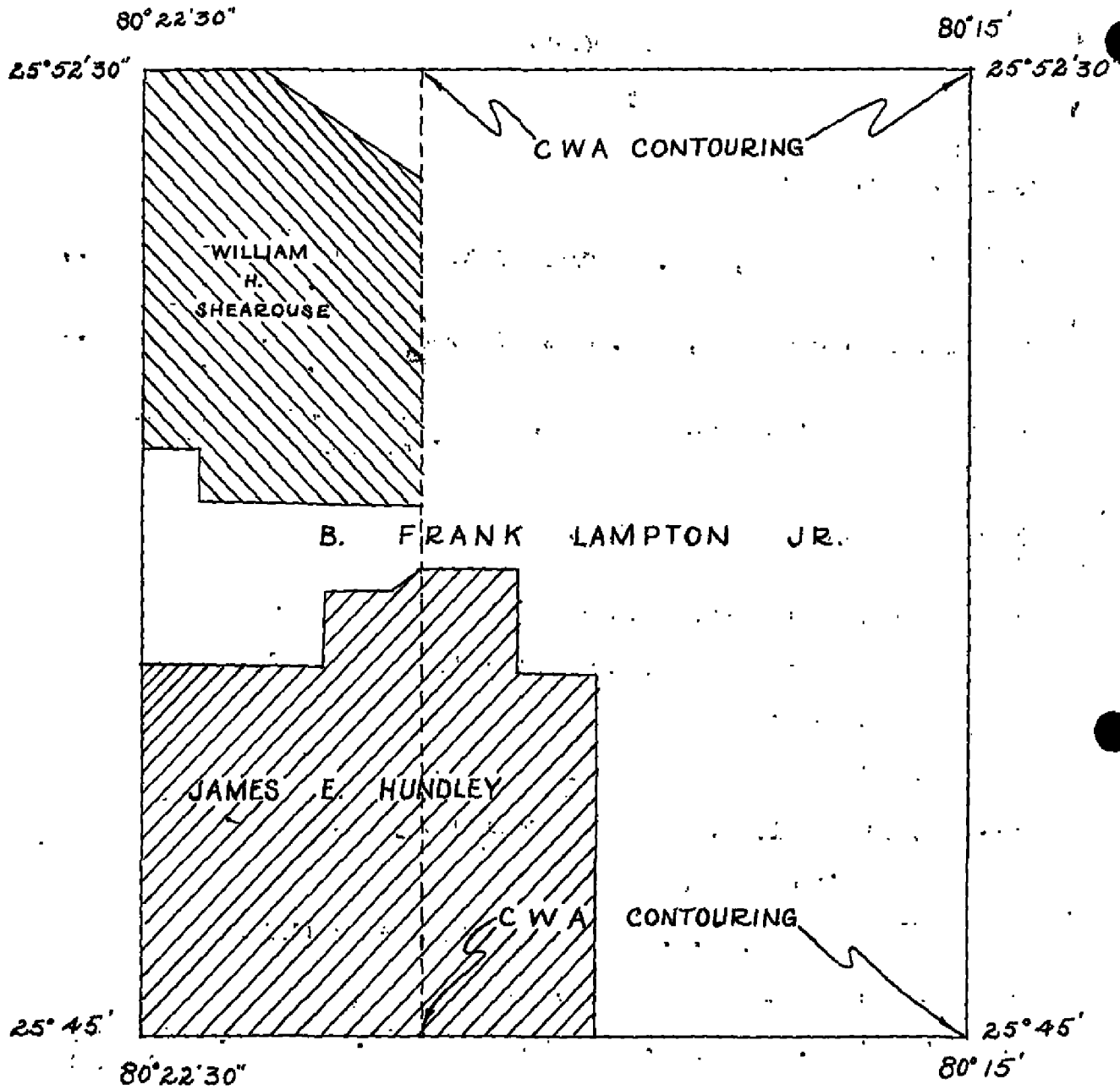
Lat. $25^{\circ} 51' 43.734''$ (1345.8m) Long.: $80^{\circ} 20' 06.513''$ (181.3m) Adjusted
~~UNCLASSIFIED~~

State Plane Coordinates (VI): Florida East Zone

X = 718,633.81 feet Y = 556,117.07 feet

~~Military Grid Zone (VI)~~

QUADRANGLE T-8432
CONTOURING



PHOTOGRAPHS (III)

	<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
45 C	3299 -3305 incl.	6/1/45	1330	1:20,000	Inshore
45 C	3316 -3323 incl.	6/1/45	1345	1:20,000	"
45 C	3389 -3395 incl.	6/1/45	1450	1:20,000	"
	45 C 1739	3/13/45	1030	1:20,000	"
	11952	11/14/42	1410	1:20,000	"
	11953	11/14/42	1416	1:20,000	"
	11954	11/14/42	1417	1:20,000	"
	11962	11/14/42	1432	1:20,000	"
	11963	11/14/42	1433	1:20,000	"
	11964	11/14/42	1434	1:20,000	"
	11965	11/14/42	1440	1:20,000	"
	11966	11/14/42	1440	1:20,000	"

Tide from (III): Inshore

Mean Range:

Spring Range:

Camera: (Kind or source) Nine lens, U.S.C.& G.S. 8.25" focal length

Field Inspection by: Earl M. Smith

date: Oct.-Nov. 1946

Field Edit by: John D. Weiler

date: June, 1947

Date of Mean High-Water Line Location (III): ~~11/14/42~~

Only a short span of the Miami Canal is tidal water, and was compiled from single lens photos dated 11/14/1942. Shore line inspection by Earl M. Smith during the field inspection of the photographs.

Projection and Grids ruled by (III) T.L.J. (W.O.) date: 8/8/46

" " " checked by: T.L.J. (W.O.) date: 8/8/46

Control plotted by: R. J. Pate date: 8/23/46

Control checked by: M. M. Slavney date: 9/4/46

Radial Plot by: M. M. Slavney date: 9/19/46

Detailed by: W. W. Dawsey date: Oct. '46-Apr. '47

Reviewed in compilation office by: W. H. Shearouse date: April 1947

Elevations on ~~FIELD MAP~~ Map Manuscript checked by: W. H. Shearouse

date: April 1947

STATISTICS (III)

Land Area (Sq. Statute Miles): 67.02

Shoreline (More than 200 meters to opposite shore): -----

Shoreline (Less than 200 meters to opposite shore): 28½ Stat. Mi.

Number of Recoverable Topographic Stations established: 1

Number of Temporary Hydrographic Stations located by radial plot: None

Leveling (to control contours) - miles: 23.9

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:

Declination = 1° 30' East

The following sheets of the C.W.A. survey fall within the limits of this map manuscript:

13 - Quad 260

14 - " "

23 - " "

24 - " "

25 - " "

26 - " "

MAP T. 843.2 PROJECT NO. C.S. 312B 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 FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
Hialeah, 1934 (d.m.)		1927					
Hialeah, Eastern Air Transport Company - beacon, 1935 (d)			✓				
Hector, 1934 (d.m.)			✓				
Water tank (beside chimney) final, 1934 (nd.)			1				
Chimney (beside water tank), 1934							
Miami, Seaboard Railroad black water tank, 1935 (d)			2				
Miami, Seaboard Railroad, east stack, 1935 (d)			3				
Miami, Seaboard Railroad, west stack, 1935 (d)			4				
Miami, 36th Street bridge, northeast wheel, 1935 (d)			5				
Belt Dairy, white tank, 1934 (d)			✓				
Fronton, southeast tower, 1935 (d)			6				
N 10, 1934 (F.G.S.)			✓				

listed during review
J.R.

MAP T. 8432 PROJECT NO. C.S. 312.B SCALE OF MAP 1:20000 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 FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
				FORWARD	(BACK)		FORWARD	(BACK)	
N 11, 1934 (F.G.S.)									
N 12, 1934 (F.G.S.)									
N 13, 1934 (F.G.S.)									
N 14, 1934 (F.G.S.)									
N 15, 1934 (F.G.S.)									
DA 184, 1936 (F.G.S.)									
DA 184A, 1936 (F.G.S.)									
DA 184B, 1936 (F.G.S.)									
DA 184C, 1936 (F.G.S.)									
DA 185, 1936 (F.G.S.)									
DA 186, 1936 (F.G.S.)									
DA 186A, 1936 (F.G.S.)									
X 6, 1936 (F.G.S.)									
CE361 = N16H, 1938 (F.G.S.)									

Tested during recheck
J.R.

FIELD INSPECTION REPORT
TO ACCOMPANY
"HIALEAH" QUADRANGLE T-8432
PROJECT CS 312-B

1. DESCRIPTION OF THE AREA:

This seven and one half minute quadrangle includes the area between Latitude 25° 45' 00" and Latitude 25° 52' 30" North between Longitude 80° 15' 00" West and Longitude 80° 22' 30" West in Dade County, Florida.

This is an inshore quadrangle consisting of approximately 67 square miles (statute). The Miami Canal, extending from near the northwest corner to the central eastern edge, and the Tamiami Canal, running from east to west near the southern border, are the most prominent drainage systems in the quadrangle. The western portion of the quadrangle is gladeland interspersed with canals, running generally north and south, east and west. A large portion of this gladeland is under water during the rainy summer months.

The cities of Miami Springs, Hialeah, and parts of Miami and Coral Gables are in this quadrangle. The majority of this quadrangle falls outside of the urban limits of these cities.

2. COMPLETENESS OF FIELD INSPECTION:

The field inspection was begun and completed by Earl M. Smith in October and November of 1946. The field inspection is believed to be complete and in accordance with the instructions.

3. INTERPRETATION OF THE PHOTOGRAPHS:

Considerable areas of the quadrangle are thickly settled, and streets, etc., are easily recognizable. Most of the woodland appears as dark blotches against a grayish background. The western portion of the quadrangle appears gray with white blotches. The white blotches in many cases are sheets of tiny shells. Hammocks interspersed throughout the western portion appear as dark clumps. The lower grassy areas appear a much darker gray than the higher ground.

4. HORIZONTAL CONTROL:

A search was made for all known horizontal control. Recovery and identification cards have been submitted. All control recovered was established by the U.S. Coast and Geodetic Survey and the Florida State Survey. Control recovery was done by Earl M. Smith in October of 1946.

5. VERTICAL CONTROL:

The vertical control is by the U.S. Coast and Geodetic Survey, Florida State Survey, and City of Miami. Supplemental level lines were run in the western part of the quadrangle to establish additional control. All bench marks recovered were identified on the 1:20,000 and 1:10,000 scale photographs.

6. CONTOURS AND DRAINAGE:

All except the western extremity of the quadrangle is covered by the C. W. A. Survey of Dade County. (See "Revision Contouring, C.W.A. Dade Co." by Joseph K. Wilson for report on the accuracy of this survey and revisions required.*) Contouring in this quadrangle was done by B.F. Lampton, Jr., William H. Shearouse, and James E. Hundley.

* Copy attached to this report.

Standard planetable methods were used throughout. All traverses were tied back to established level points or into an area previously traversed.

7. MEAN HIGH-WATER LINE:

The small amount of shoreline inspection required was done along the Miami Canal on foot by Earl M. Smith. ✓

8. LOW-WATER LINE:

The banks of all the navigable streams are very steep, and the low-water line would appear the same as the high-water line. ✓

9. WHARVES AND SHORELINE STRUCTURES:

All wharves, piers, bulkheads, and shoreline structures were identified on the field inspection photographs at the time of the shoreline inspection.

10. DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

Not applicable.

11. LANDMARKS AND AIDS TO NAVIGATION:

Not applicable.

12. HYDROGRAPHIC CONTROL:

Not applicable.

13. LANDING FIELDS AND AERONAUTICAL AIDS:

The 36th Street Airport falls within this quadrangle adjacent to the Miami Army Field. A rotating beacon is believed to be at the 36th Street Airport and should be located by the field edit party. *Located by Field Edit. Party.*

14. ROAD CLASSIFICATIONS:

All roads and streets have been classified on the field inspection photographs in accordance with instructions. *Quatr. dated 30 June 1945 filed in Div. Photogr. Office files.*

15. BRIDGES:

All bridges were identified on the field inspection photographs. Bridges over navigable waters were classified and measured.

16. BUILDINGS AND STRUCTURES:

All buildings and structures to be shown were circled in red with appropriate notes where needed; and those not to be shown have been crossed out in green. The urban limits are depicted with a red line where only public buildings and landmark buildings are shown.

17. BOUNDARY MONUMENTS AND LINES:

Identification cards for all section corners recovered have been submitted. *Filed in Div. Photogr. Office files.*

The city limits of Miami Springs, Hialeah, Coral Gables, and Miami are shown on the field inspection photographs. Official maps showing their boundaries are submitted with the quadrangle. The city limits of Miami Springs and Hialeah are shown on single lens photographs 45C-3319, 45C-3392, 45C-3299, 45C-3300 and 45C-3323.

The election precinct limits and numbers may be taken directly from the official election commissioner's map of Dade County.

18. GEOGRAPHIC NAMES:

Subject of a special report submitted by Lowell I. Bass, Engineer-
ing Aid.

*Filed in
Geographic Names List, Div. of Charts*

19. RECOVERABLE TOPOGRAPHIC STATIONS:

A recoverable topographic station was established by theodolite
methods. This station is HIALEAH WATER TANK.

Respectfully submitted,

Webber W. Dawsey
Webber W. Dawsey,
Sr. Photogrammetric 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 A. 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 super-elevations 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

COMPILATION REPORT
TO
ACCOMPANY QUADRANGLE T-8432
HIALEAH

26 AND 27 CONTROL AND RADIAL PLOT:

A special report has been prepared by Mr. M. M. Slavney, Photogrammetric Engineer, and submitted with compilation report for quadrangle T-8431, and is in the descriptive report for that quadrangle.

28 DELINEATION:

The nine lens 1:20,000 scale photographs were used for cutting in all radial points for delineation. The 1: 20,000 single lens photographs were used throughout ~~the~~ the area they covered, the remainder was delineated from the nine lens photographs. The scale of the single lens photographs was comparatively good, but, the nine lens photographs generally ~~were~~ ^{for} not so good. ~~was~~

The majority of this map manuscript is covered by C.W.A. quadrangle No. 260 which was used for reference during delineation. The sheets of this quadrangle were also used for the delineation of contours except for the western extremity of the map manuscript and the area around the southern portion of the Miami Army Airfield. In the last named area the layout plan for the "36th Street Airport, Miami, Florida", was used.

Field inspection was adequate.

29. SUPPLEMENTAL DATA: *Filed in Div. of Photogr. Gen. Files*

- a. Map showing voting precincts and County Commissioners districts in Dade County Florida was used for showing precinct lines on manuscript.
- b. 36th Street Airport Miami, Florida layout plan sheets 1 and 6, were used for delineation and reference in the area they covered.
- c. Office of the Post Engineer revised plan of Cantonment Area, Miami Army Airfield" was used for reference in the area it covered.
- d. Receiver Control Station Miami of ACS Antennas was used for delineating in conjunction with the nine-lens photographs in the area it covered.
- e. Official Map, "City of Hialeah Florida", was used for reference in the Hialeah Area on the manuscript.

30. MEAN HIGH WATER: Not applicable

31. LOW WATER AND SHOAL LINES: Not applicable

32. DETAILS OFFSHORE FROM HIGHWATER LINE: Not applicable

33. WHARVES AND SHORELINE STRUCTURES:

All wharves, docks, and structures on the Miami River noted by the field inspection were delineated accordingly.

34. LANDMARKS AND AIDS TO NAVIGATION: Not applicable

35. HYDROGRAPHIC CONTROL: Not applicable.

36. LANDING FIELDS AND AERONAUTICAL AIDS:

The 36th Street Airport, the Miami Army Airfield, and part of the Miami Municipal Airport and Miami Master Airport fall within the limits of this quadrangle.

Refer to field inspection report for information regarding Aids.

37. BRIDGES: See field inspection report.

38. SECTION CORNERS:

Forty-three section corners were plotted on map manuscript.

All corners shown are monumented. See a special report by Mr. William A. Rasure entitled, "Public Land Lines," which accompanies this report.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

A comparison was made with the C.W.A. sheets of quadrangle No. 260, sheets 13, 14, 23, 24, 25 and 26. The sheets compared favorable with the map manuscript except in areas that have gone through extensive development, since the C.W.A. survey was made. *Field in Div. Photo. Art. Ills*

45. COMPARISON WITH NAUTICAL CHARTS: Not applicable

Respectfully submitted,

Webber W. Dawsey
W. W. Dawsey, Photo. Aid

Approved and Forwarded:

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

PROJECT CS-312 B.
QUADRANGLE T-8432

PUBLIC LAND LINES:

The section lines have been inked on the front of the map manuscript in red acetate ink. The number of each section has been shown in its approximate center. *All available plat filed in Div. Photogr. Gen. Files.*

A plat of a survey by the Internal Improvement Fund of the State of Florida dated 1912 was used in constructing the lines in T-52S, R40E. (Reference Public Land Line report submitted with quadrangle T-8431 for errors in this plat).

The only survey plat available for T-52S, R41E, was by the General Land Office, dated 1870. This plat was disregarded due to excessive errors; however, there was no doubt in constructing the section lines in this township due to the abundance of recovered corners and cultural details. This also applies to T-53 and 54S, R41E.

A plat of a survey by the Internal Improvement Fund, dated 1912 was used in constructing the lines in T53S, R40E. In general, the recovered corners agreed very ^{well} good with the plat. There appeared to be a slight discrepancy in azimuth between the North-South and East-West lines. Six (6) section corners (not recovered) in the western part of this township have been shown on the map manuscript with the standard symbol. These corners were identified from the photographs by cleared lines presumed to be on the section lines, and which held very ^{well} good with the survey plat.

A survey plat by the Internal Improvement Fund, dated 1918, was used in constructing the lines in the hiatus between T-53 and 54S, R40E. The recovered corners agreed very ^{well} good with the plat.

A survey plat by the Internal Improvement Fund, dated 1908, was used in constructing the lines in T-54S, R40E. There was a slight discrepancy between the plat and the recovered corners but due to existing cultural detail in this area along section lines it is believed that the lines are correct as shown.

Topographic maps prepared from the C.W.A. plane table sheets were used as a visual comparison in constructing the section lines throughout this quadrangle.

It is believed that the section lines are fairly accurate as constructed throughout this quadrangle and need no further investigation by the Field Edit Party, with the exception of possible recovery of the six (6) corners previously mentioned in T-53S, R4OE.

Note:
See
below

Respectfully submitted,

William A. Rasure

William A. Rasure,
Photogrammetric Engineer.

Approved and Forwarded:

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

✓ 300

Note: The section lines appear to be well constructed on the recovered corners and land forms. No exhaustive search should be made to recover these corners.

S. J. Griffin
Chief, Rebliss Station

FIELD EDIT REPORT

TO ACCOMPANY

QUADRANGLE T-8432

" HIALEAH "

PROJECT CS-312-B

Field edit of this quadrangle was made by John D. Weiler, Photogrammetrist, during June, 1947.

46. METHODS

In field editing the map manuscript, all roads were traversed by truck. Walking was necessary in only a few instances where roads were impassable due to heavy rains. All data added to the map manuscript was either plotted by topographic identification 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. Very few details were omitted during that inspection, and the compiler is to be commended for an excellent job. The following notes will aid the compiler in correcting the map manuscript.

The accepted name for the airport at 36th St. and Le Jeune Rd. is "Miami International Airport". The land previously owned by the E.A.T. Co. and International Aircraft Corp. now belongs to the airport and the separating boundaries should be deleted. There is no 10-foot contour around the railroad yards that separate this airport and the Miami Army Airfield. This is obviously an error by the original contour party. Changes have been made on the Field Edit Sheet. The boundaries of the Miami Army Airfield are still the same. The one boundary line missed by the compiler and caught by the reviewer should be added to the manuscript. The rotating beacon at the airport has been pricked on the Field Edit Sheet.

The Tamiami Airport at the Southwest corner of the quadrangle should be added to the map manuscript. The Port Authority was hesitant to part with a survey of the area because it was not coordinated. However, after the runways were located by planetable, one was obtained. The compiler should add the taxi strips from this map. Common points have been pricked on the airport map and photo 11952 to aid in ratio projection. The boundary line and name should be added to Quadrangle T-8436 (Boundary line on the East, South, and West is 35 feet inside of section line).

The city limits of Miami Springs have been plotted. A map of the city showing the limits is submitted, This includes the area added by the 1947 State Legislature.

A charter of the City of Coral Gables is submitted, with a legal description of the city limits therein.

Numerous roads on the sheet were compiled as 4A. There are relatively few of these. If the A has been deleted the road is class 4. If the 4A is deleted the road is class 3. If the road is obsolete and of no topographic value it has been crossed out.

At the time of the edit, the gladeland in the western half of the quadrangle was almost entirely inundated because of unusually heavy season rains. For this reason contouring of the borrow pit at Lat. 25-48-00, Long. 80-19-30 was done with a minimum of shots, but is well within the required accuracy. Contours should be compiled using photos C-3303 and 11952 as noted thereon.

Attention is called to the unconventional boat lift, on the Miami Canal just south of the 36th St. Bridge, used in place of locks for passing the flood gates. Capacities of the lift have been noted on the Field Edit Sheet.

No satisfactory answer to the request for the correct position of CE 371A can be given: the mileages in the description are not consistent; the description is inadequate and there are no coordinates for the station. Since the descriptions of CE 371, CE 371A and CE 371B appear consistent as to section-corner references it seems that the most probable location of CE 371A was at the quarter-corner as described. However, no mark was recovered at that point.

48. VERTICAL ACCURACY TEST

The vertical accuracy test for the quadrangle was done as a part of Revision Contouring, CWA Sheets, Dade County. See report by Joseph K. Wilson.

49. PUBLIC LAND LINES

Four additional section corners were recovered and identified on the photographs. Form 524 is submitted for each.

50. BRIDGES

All bridge information for the area covered by this report as listed in the U. S. Engineers' "List of Bridges over Navigable Waters in the U. S.", dated July 1, 1941, was checked in the field, all clearances were carefully measured with a steel tape, and the published clearances for the one bridge so listed were found to be incorrect. The discrepancies were reported to the local District Engineer (see copy of letter attached to this report). There are several bridges within the quadrangle which were not listed by the U. S. Engineers, apparently because the waterways which they span were considered unimportant. Clearances for these bridges have been noted on the Field Edit Sheet, but they were not reported to the District Engineer.

The corrected quadrangle was reviewed by T. J. Kelly, Field Engineer for the Dade County Port Authority, who has done considerable work within the area covered by quadrangle. He could find no errors.

Respectfully submitted:

John D. Weiler
John D. Weiler
Photogrammetrist

Supervised:

Lewis V. Evans
Lewis V. Evans, III
Lieut. (jg), USCGS

Approved and Forwarded:

Ross A. Gilmore
Ross A. Gilmore
Chief of Party

Division of Photogrammetry
Review Report of
Topographic Map Manuscript T-8432

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

26. Control.--The triangulation stations have been listed during review on Form M-2388-12. The list will be found in this report immediately following the data record.

28. Detailing.--It was necessary to complete and clarify some of the contours. Detail not transferred from the photographs or field edit sheet was added.

Because of the density of streets and other features on the map manuscript, it was necessary to clarify the city limits and precinct boundaries by indicating them on the overlay.

43. Comparisons with Previous Surveys.--

T-4528	1:20,000	1928
T-4540	1:20,000	1928
T-5628	1:10,000	1935

This map manuscript supersedes these surveys for the areas in common.

45. Comparisons with Nautical Charts.--

This survey has not been applied to Chart #848 prior to review. There are no important changes that need immediate charting.

48. Accuracy Tests.--The vertical accuracy test will be found on sheet #23 of C. W. A. quadrangle #260. The contouring meets the accuracy requirements for this project. This map manuscript complies with the national map accuracy standards.

49. Boundaries.--The boundaries shown on this survey were checked with official maps. The boundary for the City of Hialeah is that delineated by the Field Inspector. Refer to paragraph 17. Since it could not be checked in the office, its final approval will await further information from the field.

50. Overlay.--An overlay has been prepared showing road classifications, control, etc. and the new format for

1. T-8432 and the adjoining quadrangles will be smooth drafted, published, and distributed by the Geological Survey.

2. The following data for T-8432 may be needed from time to time either in the U. S. Geological Survey or the Coast and Geodetic Survey. They are filed and may be obtained as follows:

- (a) The 1:20,000 scale manuscript corrected after field edit.- The manuscript is being forwarded to the Geological Survey at this time for smooth drafting. It will be eventually returned to the Coast and Geodetic Survey and will be filed in the Division of Photogrammetry. Meanwhile, it may be obtained from the Geological Survey if needed for nautical chart correction or other purposes.
- (b) Field edit sheet.- The field edit sheet is filed in the Division of Photogrammetry. It will be loaned to the Geological Survey or other divisions of the Coast and Geodetic Survey upon request.
- (c) Descriptive report.- The descriptive report, together with a 1:20,000 scale photographic print of the manuscript (a above), is being registered in the Coast and Geodetic Survey archives at this time. When T-8432 is published, a cloth-backed color print will also be registered. The descriptive report will be withdrawn from the archives and loaned to the Geological Survey upon request.

B. G. Jones

B. G. Jones
Technical Assistant to the
Chief, Div. of Photogrammetry
March 3, 1948

quadrangles. This map will be edited and published by the U. S. Geological Survey.

Reviewed by:

Reviewed under direction of:

Jack Rahn
Jack Rahn
25 February 1948

S. V. Griffith
S. V. Griffith
Chief, Review Section

APPROVED BY:

B. G. Jones 3/48
Technical Assistant to the
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J. E. Patterson
Chief, Nautical Chart Br.
Division of Charts

K. T. Adams
Chief, Div. of Photogrammetry

C. K. Green
Chief, Div. of Coastal Surveys

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

Stuart, Florida

POST OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

22 July 1947

To: District Engineer
Jacksonville District
Corps of Engineers
P. O. Box 4978
Jacksonville 1, Florida

Subject: Bridge Clearances, USCGCG Quadrangles Nos. T-8425 and 8426

In accordance with instructions for this Bureau's topographic mapping the following bridge clearances, determined by recent field measurements, are reported as differing from clearances given in the "List of Bridges over the Navigable Waters of the U. S., Revised to July 1, 1941" (where clearances as listed were verified they are not reported here):

Miles above mouth*	Nearest town, street, etc.	Lat.	Long.	Type	No. spans	Height, feet	Water El. (1929) feet
<u>NEW RIVER, FLA.</u>							
1.5**	Fort Lauderdale	28-07.1/80-08.4		S	3	61.5 (center)	9.5
2.5**	do	28-07.1/80-08.6		S	3	60.0 (center)	7.6
2.5**	do	28-07.1/80-08.7		S	11	49.5 (center)	4.7
2.5**	do	28-08.9/80-08.0		S	4	78.7 (center)	15.2
<u>NEW RIVER, NORTH FORK, FLA.</u>							
0.5	Fort Lauderdale	28-06.0/80-09.4		SW	3	80.0 (left)	5.4
<u>NEW RIVER, SOUTH FORK, FLA.</u>							
1.5**	Fort Lauderdale	28-06.5/80-10.2		S	3	64.0 (center)	2.4
<u>NEW RIVER CANAL (SOUTH), FLA.</u>							
0.5**	Fort Lauderdale	28-08.1/80-11.1		SW	3	51.5 (right)	14.6
0.4**	do	28-04.0/80-12.5		SW	3	56.0 (right)	8.5
<u>MIAMI RIVER, FLA.</u>							
1.5**	NW 53th Ave.	25-48.5/80-18.5		S	3	92.0 (center)	6.2

* mileage as listed in Bridge List

** bridge not listed in Bridge List

Louis V. Evans, III
Lieut. (jg), USCGC
Chief of Sub-party

CC: Director, Coast and Geodetic Survey
Chief of Party
Descriptive Reports, T-8425 & 8426

GEOGRAPHIC NAMES

Survey No.

T-8432

1	Name on Survey	Source									
		A	B	C	D	E	F	G	H	K	
		On Chart No.	On previous survey No.	On U. S. Quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
	Florida									USGB	1
	Dade County	✓									2
	Florida East Coast Railway										3
	Seaboard Railway										4
											5
											6
	Miami									USGB	7
	Le Jeune Road	✓									8
	Woodlawn Park Cemetery	✓									9
	West Flagler Kennel Club										10
	Coral Gables										11
	Country Club of Coral Gables										12
	Graceland Memorial Park										13
	St. Joseph Memorial Park										14
	Flagler Memorial Park										15
	Comfort Canal										16
	Flagler - Tamiami				(subdivision)						17
	West End Park										18
	Flagler Street Race Track										18
	Alameda				(subdivision)						19
	Tamiami Trail		U.S. 94	State 90							20
	Tamiami Airport	✓									21
	Sweetwater	✓									22
	Tamiami Canal	✓									23
	Miami Dairy Road										24
	Miami Army Airfield										25
	Miami International Airport										26
											27

GEOGRAPHIC NAMES

Survey No. T-8432

2	Name on Survey	Source									1	
		A	B	C	D	E	F	G	H	K		
✓	<u>Veterans Village</u>	✓										1
✓	<u>Twin River Island</u>	✓		(settlement)								2
✓	<u>Blue Lagoon</u>											3
✓	<u>International Aircraft Corporation</u>			* NO								3
✓	<u>Biscayne Jai-Alai Fronton</u>			NO								4
✓	<u>36th Street Bridge</u>			NO								5
✓	<u>Miami Springs</u>	✓										6
✓	<u>Miami Springs Golf Course</u>	✓										7
✓	<u>Glenn H. Curtiss Highway</u>											8
✓	<u>South Side Canal</u>	✓										9
✓	<u>Miami Canal</u>	✓										10
✓	<u>Hialeah Drive</u>	✓										11
✓	<u>Hialeah Park</u>	✓		(not Race Track)								12
✓	<u>Hialeah Station</u>			NO								13
✓	<u>Hialeah Race Track Station</u>			NO								14
✓	<u>Lake Flamingos</u>			NO								15
✓	<u>Hialeah</u>	✓										16
✓	<u>Benny Babcock Park</u>	✓										17
✓	<u>State No. 25 Okeechobee Road</u>											18
✓	<u>Little River Canal</u>	✓										19
✓	<u>State No. 828</u>											20
✓	<u>Municipal Field</u>	✓										21
✓	<u>U.S. Naval Air Station Master Field</u>	✓										22
												23
												24
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												26
												27
												28

Names underlined in red are approved. 2/25/48 IH

* Now part of Miami International Airport.

JR

NAUTICAL CHARTS BRANCH

SURVEY NO. T-8432

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
5-13-54	1248	<i>E. W. Boyington</i>	Before After Verification and Review <i>Exam No Corr.</i>
			Before After Verification and Review
			Before After Verification and Review
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			Before After Verification and Review

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.