

8435

W.C.

Diag'd. on Diag. Ch. No. 1248-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey TOPOGRAPHIC

Field No. T-8435 Office No.

LOCALITY

State Florida

General locality Dade County

Locality South Miami

1946

CHIEF OF PARTY

Lieut. Comdr. George E. Morris Jr.

LIBRARY & ARCHIVES

DATE June 7, 1948

B-1870-1 (1)

8435

RECORD SHEET

Div. of Photogrammetry  
Graphic Compilation Sect.

GENERAL LOCALITY Florida

SHEET NO. T-8435

LOCALITY South Miami

PROJECT NO. 212 - B

PHOTOS ORDERED Nov. 27, 1945 REC'D 3/20/46

SCALE 1:20,000

PROJECTION ORDERED --- REC'D 7/15/46

Joins T-8432 Ck.

CONTROL:

COMPUTED M.M. Slavney VERIFIED B.H. Lyon

PLOTTED B.H. Lyon VERIFIED M.M. Slavney

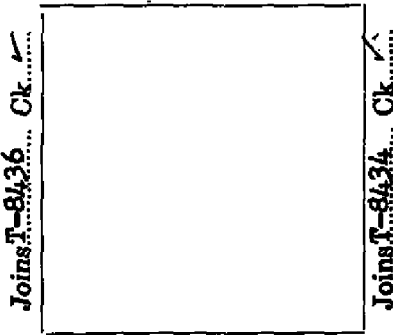


PHOTO PREPARATION:

CONTROL M.M. Slavney

AZIMUTHS None

PASS POINTS B.H. Lyon

Joins T-8438 Ck.

TEMPLETS M.M. Slavney VERIFIED B.H. Lyon

DATE OF PHOTOS 11/14/42 (9 Lens)  
6/1/45 (Single Lens)

RADIAL PLOT:

PLOTTED BY B.H. Lyon DATE 4/1946

TIME OF PHOTOS 3/13/45  
2:40 p.m. (9 Lens)

VERIFIED B.H. Lyon DATE 4/1946

10:30 to 14:50 (Single Lens)

COMPILATION:

DETAIL POINTS R. Dossett DATE 8/1946

STAGE OF TIDE Approx. +1.4 ft.

DETAIL BY R. Dossett DATE 8/1946

VERIFIED BY J.A. Giles DATE 9/1946

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

A comparison was made with U.S.C. & G.S. Nautical Charts 1248, Pub. Aug. 1937,  
revised to 3/30/46 and Chart 848, Pub. Oct. 1939, revised to 10/27/45

Discrepancies are noted under compilation report.

REMARKS

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

## DATA RECORD

T- 8435

Quadrangle (II): South Miami, Florida Project No. (II): 312 - B

Field Office: Tampa, Florida

Chief of Party: George E. Morris Jr.  
Lt. Comdr.

Compilation Office: Tampa, Florida

Chief of Party: George E. Morris Jr.  
Lt. Comdr.

Instructions dated (II III): May 25, 1945

Copy filed in Descriptive  
Report No. 3 (VI)  
Div. of Photogrammetry  
Office Files

Completed survey received in office:

8-7-47

Reported to Nautical Chart Section:

Revised: 3-4-48

Applied to chart No.

Date:

Redrafting Completed:

Registered:

*April*  
~~3-4-48~~ 48

Published:

Compilation Scale: 1:20,000

Published Scale:

Scale Factor: (III): None

Geographic Datum (III): N.A. 1927

Datum Plane (III): M.S.L.

Reference Station (III): Tank, 1930

Lat.: 25° 38' 47.685 (1467.4 M) Long.: 80° 17' 55.518 (1548.6 M) used  
Unadjusted

Stats Plans Coordinated (VI):

X ±

Y ±

Military Grid Zone (VI)

PLANNING (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
C-3305 - 3311 incl.	6/1/45	13:30	1:20,000	+ 1.5
C-3312 - 3316 "	"	13:45	"	+ 1.4
C-3386 - 3388 "	"	14:50	"	+ 1.2
C-1732 - 1738 "	3/13/45	10:30	"	+ 1.5
11966	11/14/42	2:40	"	+ 1.8
11967	"	"	"	+ 1.8
11968	"	"	"	+ 1.8
11969	"	"	"	+ 1.8

**Tide Gauges (III)** Mean of Miami Yacht Basin & Biscayne Key.

Ref. Station: Mayport

Mean Range: 1.8

Spring Range: 2.2

**Gauges (Kind or Source)** U.S.C. & G.S. 9 lens, 8 1/2 in. focal length

Field Inspection by B. F. Lampton

Dates: 11/26/45 to 1/11/46

Field Edit by J. D. Weiler

Dates: 2-12-46

Date of Mean High-Water Line Location (III): 12/45 and 1/46

Projection and Grids ruled by (III) Wash. Office

Dates: 6/46

" " " checked by " "

Dates: 6/46

Control Plotted by B. H. Lyon

Dates: 7/46

Control checked by H. M. Slavney

Dates: 7/46

Radial Plot by B. H. Lyon

Dates: 4/46

Detailed by R. Dossett

Dates: 8/46

Reviewed in compilation office by J. A. Giles

Dates: 9/46

Map Manuscript

Annotations on ~~Field Edit Sheet~~

done by B. T. Hyson

date 2-48

STATISTICS (III)

Land Area (Sq. Statute Miles): 62

Shoreline (More than 200 meters to opposite shore): 6.9

Shoreline (Less than 200 meters to opposite shore): 17.2

Number of Recoverable Topographic Stations established: 3

Number of Temporary Hydrographic Stations located by radial plot: None

Leveling (to control contours) - miles: None

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:

MAP T. 8435 PROJECT NO. 312 B SCALE OF MAP 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 DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS
			FORWARD	(BACK)	FORWARD	(BACK)		FORWARD	(BACK)	
Shoal Point 2, 1930 (dm)	✓	NA 1927	25 80	38 16	19.143 19.085	589.1 531.6				
Nasco, 1934 (dm)	✓	"	25 80	37 18	46.943 05.112	1444.5 142.6				
Tank, 1930 (Marine)		"	25 80	38 17	47.685 55.518	1467.4 1548.6				
Silver Tank (d)		"	25 80	41 16	05.57 17.44	172.0 486.3				
S. Miami, Brett		"	25 80	44 16	25.406 43.719	781.8 1218.5				
Water Tank, 1935 (d)		"	25 80	43 15	35.565 25.259	1094.4 704.1				
Coconut Grove, Chimney, 1934 (d)		"	25 80	43 15	25.266 33.737	777.5 940.4				
Cocoanut Grove, Tank, 1934 (d)		"	25 80	43 19	43.45 37.65	1337 1049				
Silver Tank (near race track) final, 1934 (d)		"								
N 16, 1934										
N 19, 1934										
N 18, 1934										
N 19 B, 1934										

MAP T. 8435 PROJECT NO. 312 B SCALE OF MAP 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		N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS	
				FORWARD	(BACK)	FORWARD	(BACK)	FORWARD	(BACK)
X 23, 1934									
X 24, 1934									
X 26, 1934									
X 27, 1934									
X 28, 1934									
X 29, 1934									
X 30, 1934									
X 31, 1934									
X 32, 1934									
X 32, D, 1934									
X 33, 1934									
DA 162, 1936									

1 FT. = .3048006 METER  
 COMPUTED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 M-2386-12





FIELD INSPECTION REPORT  
To Accompany  
QUADRANGLE T-8435

1. DESCRIPTION OF AREA

This quadrangle is located between latitudes 25-37'-30" N and 25-45' N and longitudes 80-15' W and 80-22'-30" W, on the east coast of Florida in Dade County. The quadrangle contains approximately 67 sq. mi. of which approximately 5 sq. mi. falls in Biscayne Bay.

The land along the shore of Biscayne Bay is very low and is for the most part mangrove swamp. Paralleling the shore is a ridge which contains the highest elevations in the quadrangle. Inland from this ridge, a series of ridges extend at right angles to the shore, with long narrow valleys between. All these ridges are covered with a dense growth of pine and palmetto, except where it has been cleared. The valleys are for the most part under extensive cultivation. There are a number of citrus and avocado groves on the ridges. In many places there is a fringe of dense hardwood brush between the pine ridges and the cultivated lowlands. In the northwest corner of the quadrangle, there is a small area of gladeland, consisting of flat, grassy plains with patches of hardwood and palmetto brush.

Much of the ground is of coral rock formation, and numerous borrow pits have been dug throughout the area.

The ridges and valleys have relatively little difference in elevation, and there is no natural drainage extending beyond the coastal ridge. There are two large canals in the quadrangle, Snapper Creek Canal and the Coral Gables Waterway. Approximately two miles of the Coral Gables Waterway is navigable, and approximately one mile of a branch of the waterway is navigable. There are numerous mosquito control ditches in the coastal flats. Some of the roads running through valleys have ditches paralleling them. Most of these ditches do not drain, and were dug merely to provide fill for the roads.

The quadrangle contains the town of South Miami and portions of Miami and Coral Gables, also the unincorporated town of Kendal. The northeast corner of the quadrangle is the most densely populated portion and is mostly classified as urban area.

There are two small private airports in the quadrangle, Brown's Airport and Chapman Field.

The main line of the Florida East Coast Railroad and a branch line of the Seaboard Railroad both cross the quadrangle. U. S. Highway No. 1 crosses the quadrangle, paralleling the Florida East Coast Railroad. Railway -

## 2. COMPLETENESS OF FIELD INSPECTION

The field inspection was done in accordance with current instructions. The inspection was done on the single lens ratio prints where there was coverage and on the nine lens prints in all other areas. Inspection in the urban area was done by J. E. Hundley. The field inspection is believed to be complete.

## 3. INTERPRETATION OF THE PHOTOGRAPHS.

Dark areas near the shore are mangrove swamp. Areas consisting of small, regular round dots of varying density are pine forests, and are found only on highlands. Hardwood forests are darker on the photographs, and the dots are, in general, denser and less regular than the pine forests. Hardwood brush is very difficult to distinguish from hardwood forest. They can be differentiated somewhat through the stereoscope by the difference in height. Palmetto brush appears pale, slightly darker than grass, and somewhat rougher. The roughness is accentuated by the stereoscope. Orchards may be distinguished by the pattern of the trees; however, many fields have this appearance on the photograph but are not yet old enough to be producing. None of these have been classified on the field inspection sheets as orchard.

## 4. HORIZONTAL CONTROL.

All known horizontal control in the area was searched for. It is believed that sufficient horizontal control has been recovered for control of the radial plot. The horizontal control was established by the U.S.C.&G.S. and by the Florida Geodetic Survey, the establishing agency being listed on the recovery cards.

It is believed that a few horizontal control stations are weak in identification on the photographs. These are shown on the picking cards.  
*Picking cards are filed in the Div. of Photogrammetry - General Files*

## 5. VERTICAL CONTROL.

All known vertical control in the area was searched for. All the control was established by the U.S.C. & G.S. and by the Florida Geodetic Survey, the establishing agency being listed on the recovery cards.  
*Filed in the Division of Geodesy*

Since this quadrangle is completely covered by the C.W.A. survey, very little contouring was necessary, and it was not necessary to run any level lines. All areas that needed additional contouring were sufficiently close to bench marks to be reached by short planetable traverses.

## 6. CONTOURS AND DRAINAGE.

The entire area is covered by the C.W.A. maps. For a report on the accuracy of these maps, see "Revision Contouring, C.W.A. Dade County", report by Joseph K. Wilson. *Part of this report.*

Numerous borrow pits and spoil banks and one golf course needed additional contour information, which was not shown on the C.W.A. maps. These were contoured by planetable methods, directly on the photographs. Single lens contact prints no. C 1735, C 1736, C 1737, C 1738, C 3307, C 3309, C3310, C 3311, C 3312, C 3314, C 3315, and nine lens prints nos. 11969, 11968, and 11984 were used.

Where tops on spoil were too small to show a contour, a spot elevation was shown. Small contours were added by field editor.

There were no large closures in planetable traversing.

7. MEAN HIGH WATER LINE.

The mean high water line was delineated according to current instructions. The shoreline was inspected by G. E. Varnadoe from a boat running parallel to and close to the shore. Measurements were taken to the high water line from topographic features when necessary. The shoreline of the navigable portion of the Coral Gables Waterway above the first bridge was inspected with the use of a truck and walking along the shoreline.

8. LOW WATER LINE.

The low water line was inspected in the same manner as the high water line. In many cases, the low water line is the same as the high water line, especially along the Coral Gables Waterway, as this is a dredged cut.

9. WHARVES AND SHORELINE STRUCTURES.

Wharves and shoreline structures were clearly discernible on the photos and were labeled.

10. DETAILS OFFSHORE FROM THE HIGH WATER LINE.

There are no such details in the area covered.

11. LANDMARKS AND AIDS TO NAVIGATION.

Landmarks are identified on the photographs. Aids to navigation were pricked direct or located by sextant fixes.

12. HYDROGRAPHIC CONTROL.

All hydrographic control is pricked and identified on the photographs.

13. LANDING FIELDS AND AERONAUTICAL AIDS.

There are two landing fields in the quadrangle. Both were identified on the field inspection photographs. There are no aeronautical aids except for those within the fields.

A new airport <sup>← Tamiami Airport</sup> is under construction in the northwest corner of the quadrangle. The greater portion of the airport falls on quadrangle T-8432. The airport will be surveyed on the photographs of quadrangle T-8432 and will be submitted with that quadrangle. The part of the Tamiami Airport that falls on this quadrangle has been detailed.

#### 14. ROAD CLASSIFICATION.

Roads were classified in accordance with current instructions.

#### 15. BRIDGES.

Bridges over navigable waterways were measured for horizontal and vertical clearance and classified according to current instructions, the information being put on the field inspection photographs.

#### 16. BUILDINGS AND STRUCTURES.

Buildings were identified according to current instructions by circling in red all those to be shown and marking those to be deleted by a green X. There are two large abandoned frames of unfinished structures in the area. Both are identified on the photographs. In the southern section, quite a few buildings, including several large buildings, were destroyed by the hurricane of September, 1945. The hurricane occurred after the photographs were taken and all destroyed buildings were marked to be deleted.

#### 17. BOUNDARY MONUMENTS AND LINES.

All section corner monuments were searched for. All those recovered were pricked on the photographs and the sections, townships, and ranges were identified on the backs of the photographs.

The following boundaries were obtained from the Dade County Engineers Office: Matheson Hammock County Park, small cemetery in Coral Gables just south of Sunset Drive, small cemetery near George W. Carver High School, city limits of Miami and Coral Gables. The city limits of South Miami were obtained from the City Hall, South Miami. The boundary of "Journey's End", the George P. Brett Estate, was obtained from the Dade County Plat Books, Office of the Clerk of Circuit Court. The boundary of the Dade County Home and Hospital was obtained from the superintendants office, Dade County Home and Hospital. The boundary of the U. S. Plant Introduction Garden and Chapman Field was obtained from H. F. Loomis, Supt., U. S. Plant Introduction Garden. Note that the U. S. Plant Introduction Garden and Chapman Field are operated as a unit, and there is no boundary between the two. All the above boundaries were shown on the field inspection photographs with the exception that a portion of the city limits of Coral Gables and the boundaries of Matheson Hammock County Park and the George P. Brett estate were shown on the nine lens photograph 11985, due to the fact that the field inspection photographs were in the Tampa office at the time the boundaries were applied.

All precinct lines are shown on the nine lens photographs.

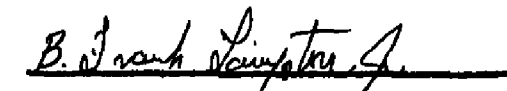
19. GEOGRAPHIC NAMES. <sup>SW</sup> Filed in Div of Charts, Geographic Names Section  
This is the subject of a separate report for the project, submitted by Lowell I. Bass, Asst. Photo. Aide.

Respectfully submitted,

Approved and Forwarded:



Lieut. Comdr. George E. Morris Jr.  
Chief of Party

  
B. Frank Lampton, Jr.

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 No. T-8435

26 and 27 CONTROL AND RADIAL PLOT.

A special report has been prepared by B. H. Lyon and submitted with Quadrangle T-8436. Filed in USCGS Map Vault

28. DELINEATION.

The nine lens photographs were used for cutting in detail points, however, they were of poor scale and were used for detailing only in those areas not covered by the single lens photographs. The single lens photographs were of good scale and being of 1945 date were naturally more accurate from a standpoint of new features than the nine lens photographs which were flown in 1942.

All new details not shown on the old nine lens photographs were added by the field inspector and have been delineated accordingly.

Woodland areas have been outlined with a green scalloped line according to the latest instructions.

Contours are shown on the front of the map manuscript in brown acetate ink; urban areas with green dashed lines and all other political boundaries with black dashed lines.

The shoreline of this quadrangle was brought up to date during May, 1946, when the shoreline of planimetric map T-5626 was revised.

In general, the junction of the newly delineated areas with that of the old planimetric map, T-5626, was good. There were, however some corrections made, the most outstanding being the geographic position of Ingraham Road in the vicinity of "Journeys End". The Florida East Coast Railroad and U. S. Highway No. 1 paralleling it were also corrected from a point on latitude 25-41' southward to the limits of the map manuscript. The tie-in with Miami City was excellent and the check detail points on the manuscript are indicative of this excellence.

The contours were apparently good except for those areas not covered by the C.W.A. photographic prints, such as borrow pits etc. More information concerning the contouring may be gotten from a report submitted by J. K. Wilson and entitled "Revision Contouring C.W.A. Dade County, Project C.S. 912-B", a hectographed copy of which is being submitted with this report.

The field inspection was adequate.

29. SUPPLEMENTAL DATA.

See report submitted by J. K. Wilson entitled "Revision Contouring, C.W.A. Dade County".

Explained  
to  
11/8/46  
SM

**30. MEAN HIGH WATER LINE:**

The mean high water line has been delineated according to the field inspection submitted, excepting the area in the vicinity of "Journeys End" between Latitudes 25°-40' and 25°-41'. The shoreline being shown the same as on planimetric map, T-8599 (T-5626).

**31. LOW WATER AND SHOAL LINES:**

Low water lines have been shown approximately by black dotted lines and shoal areas by black dashed lines.

**32. DETAILS OFFSHORE FROM HIGH WATER LINE:**

No offshore obstructing detail was noted by the field inspection.

**33. WHARVES AND SHORELINE STRUCTURES:**

All wharves, piers, outstanding buildings and marine railways noted by the field inspection have been delineated accordingly.

**34. LANDMARKS AND AIDS TO NAVIGATION:**

No new landmarks appear on this quadrangle. Three topographic stations are submitted on form 524: COUNTY HOSPITAL-SILVER TANK, RADIO TOWER (Steel), and RADIO TOWER (Wood). Form 567 filed in Div of Charts for Radio Tower (Wood)

**35. HYDROGRAPHIC CONTROL:**

No new hydrographic stations were established.

**36. LANDING FIELDS AND AERONAUTICAL AIDS:**

See Field Inspection Report.

**37. BRIDGES:**

The vertical and horizontal clearances of bridges over navigable waters were submitted together with tide curves at the time of the shoreline revision of planimetric map No. T-5626. (New number T-8599).

**38. SECTION CORNERS:**

Fifty section corners were recovered in the field and have been shown on the map manuscript according to instructions. The public land lines will be constructed at a later date, since the General Land Office Plats of this area are not available at this date.

**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.

Where ample primary control common to both quadrangles existed, there were no important differences in the position of detail. Where control was lacking, particularly in the southwest portion of the quadrangle, the roads and cultural features of the C.W.A. Quadrangle were out of position and slightly off in azimuth. This was mostly confined to side roads. The main highways were generally in reasonably good agreement.



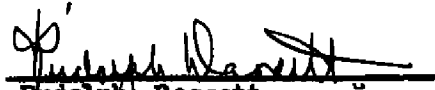
45. COMPARISON WITH NAUTICAL CHARTS:

A comparison was made with U.S.C. & G.S. Nautical Chart No. 848, bearing a print date of 27 October 1945.

The Geographic name "Journeys End" and the Airport "Chapman Field" are not shown on this chart.


No other discrepancies were noted. The shoreline generally, being in good agreement.

Respectfully submitted,



Rudolph Dossett  
Prin. Photo. Aid.

Approved and Forwarded:

  
Lieut. Comdr. George E. Morris Jr.  
Chief of Party

FIELD EDIT REPORT

QUADRANGLE T-8436

PROJECT GS-312 -B

"SOUTH MIAMI"

Field edit of this quadrangle was made during the month of December 1946, by John D. Weiler, Photogrammetrist.

46. Methods.-In field editing the map manuscript all roads were traversed by truck and very little walking was necessary. All cultural detail added to the map manuscript was plotted either from topographic features or by planetable methods. Discrepancies noted in the shoreline area were inspected by boat.

47. Adequacy of the MAP MANUSCRIPT.-Considerable detail visible on the photographs was omitted from the map manuscript in the compilation office. Numerous changes have also been made since the date of the original field inspection. Very faint smudges were visible on the photostatic copy of the map manuscript where houses were added and it would seem that they were not inked heavy enough to properly reproduce.

Attention is called to an area just southeast of Tropical Park where there are a number of active barrow pits. Considerable revision of their limits and contours has been made on the map manuscript. It was also found that the original contouring in this area was somewhat inaccurate. Necessary corrections have been made.

Attention is called to an area in the Miami Biltmore Golf Course where the elevations seem to indicate a peak contour. The contouring however is correct and the elevations shown are on the tops of bunkers. *Small contours added*

The prisoner of war camp at Kendall will be converted into a county park and the buildings will remain. This is the only information available at time of edit.

It is noted that the compilation section is using Hachure symbols to denote cuts and fills along railroads. I would like to make reference to the Topographic Instructions of the U.S.G.S. Bulletin 788E, page 234 in which it is noted that Hachures' should be confined to special cases and that cuts and fills are sufficiently denoted by the mere presence of roads, railroads or waterways. *Hachure symbols removed. See revision report*

Attention is called to a large barrow pit southeast of where the Seaboard R.R. crosses the Snapper Creek Canal. This detail has been shown on photograph 11967. There is no contour however, in this area.

Attention is called to two 10foot contours on the north edge of the quadrangle. They should be checked in the compilation office with Quadrangle T-8432 to determine if they are depressions. This notation was already made on the discrepancy overlay. *Checked. They are depressions.*

Bridge data requested on the discrepancy overlay has been added to the map manuscript.

Attention is called to an area of considerable development by the University of Miami. The small buildings shown are temporary structures housing students, but there is no indication, according to the architect, that they will be demolished within two or three years and in all probability should be shown on the final map. There is also a lake under construction in the same area and its limits have been defined on the map manuscript.

There was a discrepancy between the map manuscript and the discrepancy overlay as to the urban area limits in the vicinity of Coconut Grove. If buildings are to be shown according to the discrepancy overlay they have been delineated on photograph C-1736.

Attention is called to the city limits of South Miami. The boundary shown on the map manuscript was checked by the City Engineer and found to be correct except for 2 small omissions. This has been corrected.

Attention is called to Montgomery Drive. This road has been changed to coincide with the section line.

The correct name for the park on the east of the quadrangle is Matheson Hammock Park. Fairchild Tropical Gardens and the George P. Brett estate should not be shown. <sup>Approved by the Geographic Names Section</sup>

The boundary of Brown's Airport has been delineated on photograph C-3311.

In regards to the boundary of the U.S. Department of Agriculture Plant Industry Station, the field inspection party showed the proper delineation and the map manuscript should be corrected accordingly. Approved name is "U.S. Plant Introduction Garden."

Attention is called to shoreline area at the southeast section of the quadrangle. Local inquiry and actual investigation showed that the area indicated as awash at MLW actually bared at MLW. Also some change of this area was made at the mouth of Snapper Creek and indicated on photograph C-1733.

The spoil bank along the first 4000 feet of Snapper Creek is almost level with the surrounding terrain and there was no five foot contour.

48. Vertical Accuracy Test.-No vertical accuracy test was made in this quadrangle. It is understood that tests on the C.W.A sheets from which the contouring was compiled were made by Joseph K. Wilson. Refer to report on "Revision Contouring, CWA, Dade County" for accuracy test results.  
An accuracy test was made on this quadrangle on Sheet 266-11.

14. Road Classifications.-All road classification in the area was checked to conform with instructions dated 30 June, 1945.

18. Geographic Names.-The geographic names for this quadrangle is the subject of a special report by Lowell I. Bass.

*changed to Coral Lake*

Attention is called to names Lost Lake, Motu Drive, Ixlater Lake, and Dade County Stockade which did not appear on the map manuscript. There is also a well developed area just northwest of Tropical Park known as Olympic Heights.

49. Woodland.—The woodland delineation was found to be excellent except for areas cleared since the photographs were taken.

- - -

The corrected map manuscript was reviewed by Mr. E. A. Anderson, C.E., Assistant Dade County Engineer, a long time employee of the Dade County Highway Dept. He could find no errors, and his only comment was a belief that we were attempting to show too much intricate contour detail for the scale of the map.

Respectfully Submitted

*John D. Weiler*  
John D. Weiler  
Photogrammetrist

Approved and Forwarded  
2-12-47  
*Ross A. Gilmore*  
Ross A. Gilmore  
Chief of Party

QUADRANGLE T-8455  
Project CS-512 B

PUBLIC LAND LINES:

Because of the great number of section corners recovered within the limits of this quadrangle and the existing cultural detail along section lines, it is believed that the section lines are correct as shown.

As in previous quadrangles submitted, the General Land Office plats were of no value in construction of the lines due to discrepancies in bearings and distance's throughout all the plats. Township 54 South, Range 40 East, was re-surveyed in 1908 and the plat of this survey was much better than the older survey plats but will not agree fully with our recovered corners.

Section lines constructed by the county engineer of Dade County, on the C.W.A. Topographical Maps agree with the lines as shown on this map manuscript.

The section lines have been shown on the front of the map manuscript in red acetate ink with the number of each section being shown in its approximate center.

Respectfully submitted,

William A. Rasure  
William A. Rasure

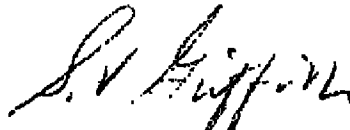
Approved and forwarded:

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

The Florida State Mapping Program, conducted under CWA and PFA Programs, re-established the General Land Office scheme, resetting General Land Office monuments and measuring lines, which are of record in county engineer's offices throughout the state.

The field parties of this Bureau have utilized this information in connection with establishing the General Land Office data on the maps in project CS-312.

Where this information has been used, it has been found that it does not always check exactly with the old General Land Office plats. However, so many corners were recovered, and the system fits very closely to the established corners, the errors seem to be in the original survey measurements.



S. V. Griffith  
Chief, Review Section



Division of Photogrammetry  
Review Report of  
Topographic Map Manuscript T-8435

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

26 - Control. - The triangulation station Coconut Grove, Chimney, 1934 was listed as Coral Gables, Chimney, 1934 in the published list of geographic positions. The station does not lie in Coral Gables. Geodesy has been notified and the station name changed to Coconut Grove, Chimney, 1934.

A Form M 2388-12, listing the triangulation stations shown on the map manuscript, was inserted in the descriptive report.

28 - Detailing. - The lines in the portion of the map manuscript that was printed from the planimetric manuscripts of this area, were weak and required a considerable amount of redrafting by the reviewer. The smooth draftsman should have sheets T-8597 and 8599 for reference to enable him to distinguish the details in the congested areas.

Buildings were delineated on the map manuscript along the waterfront in the Miami urban area.

Many buildings, roads and woods classifications that had been omitted by the compiler and the field editor, were added to the map manuscript.

A road north of the Tropical Park Race Track was redrafted in its correct position.

Hachures along cuts and fills were removed except where they are shown on depression contours.

34 - Landmarks and Aids to Navigation. - A Form 567 was forwarded to Nautical Chart section for the landmark, Radio Tower (Wood), 1945.

37 - Recoverable Topographic Stations. - The names of the three recoverable topographic stations that are on the map manuscript, were changed to agree with the names shown on the Form 524 cards.

39 - Junctions. - The junctions were checked and minor discrepancies in woods classification and city limits were corrected.

All junctions are now satisfactory.



40 - Geographic Names. - Names were added to the map manuscript from the approved list of names submitted by the Geographic Names Section.

Street names were deleted because they were indistinguishable from buildings after they were reduced and printed from the planimetric manuscripts.

44 - Comparison with Existing Topographic Surveys:-

T- 336	1:20,000	1851
T- 744	1:20,000	1859
T-3758	1:20,000	1919
T-3760	1:10,000	1919
T-4540	1:20,000	1928
T-8597	1:10,000	1945
T-8599	1:10,000	1945

These surveys are superseded in common area by T-8435.

45 - Comparison with Nautical Charts:-

Chart No. 1248	1:80,000	1937 Corr. 1946
" " 848	1:40,000	1939 Corr. 1946

The map manuscript ~~is in excellent agreement with the charts~~ and the charts are in very good agreement with the following exceptions:

The pier south of Chapman Field is not on the charts.

The clearances of bridges over the navigable portion of the Coral Gables Waterway, are not shown on the charts.

The map manuscript has not been applied to Nautical Charts.

48 - Accuracy Tests. - The vertical accuracy test made on this quadrangle meets the specifications for the Project. This map complies with the national standards of map accuracy requirements.

49 - Overlays. - An overlay was prepared showing the marginal data, city limits, road classification and route numbers, selected triangulation stations, bench marks, topographic stations and spot elevations that are to be shown by the smooth draftsman.

An ozalid print was prepared to clarify the contours and section lines for the draftsman.

50 - Review Summary. - The map manuscript was partially reviewed by B.T. Hynson. Discrepancies that were listed on an ozalid print of the map by the original reviewer were corrected.

No further investigation of the control or the land lines was made during this review.

Reviewed by:

Reviewed under direction of:

Charles Theurer  
C. Theurer - 3-4-48  
Photogrammetrist

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

APPROVED BY:

B. J. Jones 4/48  
Technical Assistant to the  
Chief, Div. of Photogrammetry

Robert L. ...  
Chief, Nautical Chart Br.  
Division of Charts

K. T. Adams  
Chief, Div. of Photogrammetry

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

GEOGRAPHIC NAMES

Survey No.

T-8435

SOUTH MIAMI 7<sup>1/2</sup>' quadrangle  
1 Name on Survey

	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									USCB	1
✓ Biscayne Bay									"	2
✓ Florida East Coast Railway										3
✓ Seaboard Railway										4
✓ U.S. No. 1/ Florida No. 5										5
										6
✓ Shoal Point										7
✓ Chapman Field										8
✓ U.S. Plant Introduction Garden										9
✓ Rockdale										10
✓ Howard										11
✓ Browns Airport										12
✓ Kendall										13
✓ Snapper Creek Canal										14
✓ Fairchild Tropical Garden										15
✓ Matheson Hammock Park										16
✓ Dade County Park										17
✓ Journeys End										18
✓ Lago Maggiore										19
✓ Lago Minore										20
✓ Lago Monaco										21
✓ Coral Gables Waterway										22
✓ Coconut Grove									USCB	23
✓ Coral Gables										24
✓ Coral Gables Canal										25
✓ South Miami										26
✓ South Miami Sta.										27

NB: the road numbers in Florida have recently been entirely revised. No available map shows the minor road numbers on this map manuscripts.

(2 places: it is extension of Coral Gables Waterway west of Lejeune Road)

GEOGRAPHIC NAMES

Survey No. T-8435

2	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		
✓	<u>South Miami Wayside Park</u>	✓									1
✓	<u>University of Miami</u>	✓		(both old and new sites)							2
✓	<u>Ixlater Lake</u>	✓									3
✓	<u>Coconut Grove Sta.</u>	✓									4
✓	<u>Water Plant Park</u>			too small							5
✓	<u>Grand Avenue Park</u>	✓									6
✓	<u>Douglas Road Park</u>	✓									7
	<u>Miami</u>	✓								USGB	8
✓	<u>Merrick Park</u>			too small							9
✓	<u>Venetian Pool</u>	✓									10
✓	<u>Pratt General Hospital</u>	✓									11
✓	<u>Tropical Park</u>	✓									12
✓	<u>Tropical Park Sta.</u>	✓									13
✓	<u>Coral Lake</u>	✓		(not lost: recently renamed)							14
✓	<u>Olympic Heights</u>	✓									15
✓	<u>Dade County Stockade</u>	✓									16
✓	<u>Dade County Home and Hospital</u>	✓									17
✓	<u>Ponce de Leon High School</u>	✓									18
✓	<u>Tamiami Airport</u>	✓									19
✓	<u>Miami Memorial Park Cemetery</u>				Names underlined in red are approved. 1/20/48						20
										L. Heck	21
											22
											23
											24
											25
											26
											27

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY



POST-OFFICE ADDRESS: **Stuart, Florida**

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

24 February 1947

TO: Lt. Comdr. George E. Morris, Jr.  
Tampa Photogrammetric Office  
P.O. Box 1689  
Tampa, Florida

Subject: Field Edit, Quadrangle T-8435

In reference to your letter dated 21 February 1947 in regards to note on discrepancy overlay for Quadrangle T-8435, please be advised that the note "Borrow Pits" is correct and that the term "Rock Pits" should not be used as classified on T-5626. The note "Rock Pits" should not have been used on T-5626 as these pits are borrow pits in all sense of the term due to the nature of the material removed.

  
Ross A. Gilmore  
Chief of Party

26 FEB 1947

POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

**COPY**

## DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

Homestead, Fla.

15 March 1947

To: Lt. Comdr. George E. Morris, Jr.  
Officer in Charge  
Tampa Photogrammetric Office  
U.S. Coast and Geodetic Survey  
Box 1689  
Tampa, Fla.

Subject: Bird Drive (or Road); correct name of

This road, according to the Dade County Engineer's office, has been officially designated "BIRD DRIVE" by the County in accordance with the standard naming scheme. However, the road signs still read "Bird Road", and local usage employs this former name quite commonly. Since the official designation is "Bird Drive", however, and since the road presumably will some day be so marked, it is recommended that it be shown on the map as "Bird Drive".

(S) Lewis V. Evans, III

17 Mar Rec'd

