

8436

1248-2

8436

Form 504 U. S. COAST AND GEODETIC SURVEY DEPARTMENT OF COMMERCE DESCRIPTIVE REPORT	
<i>Type of Survey</i> Topographic	
<i>Field No.</i> T-8436	<i>Office No.</i> T-8436
LOCALITY	
<i>State</i> Florida	
<i>General locality</i> Dade County	
<i>Locality</i> Richmond	
<u>1946</u>	
CHIEF OF PARTY Lieut. Comdr. George E. Morris, Jr.	
LIBRARY & ARCHIVES	
<i>DATE</i> May 7, 1948	

RECORD SHEET

Div. of Photogrammetry
Graphic Compilation Sect.

GENERAL LOCALITY Florida

SHEET NO. 8436

LOCALITY East Coast

PROJECT NO. 312-B

PHOTOS ORDERED 11/27/45 REC'D 1/11/46

SCALE 1: 20,000

PROJECTION ORDERED..... REC'D 7/1/46

CONTROL:

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

PLOTTED B. H. Lyon VERIFIED M.M. Slavney
& B.F. Lampton & W.W. Dawsey

PHOTO PREPARATION:

CONTROL M.M. Slavney

AZIMUTHS

PASS POINTS B.H. Lyon

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

RADIAL PLOT:

PLOTTED BY B.H. Lyon DATE April 1946

VERIFIED B.H. Lyon DATE April 1946

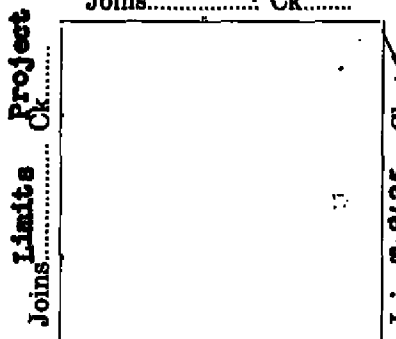
COMPILATION:

DETAIL POINTS C.H. Baldwin DATE July 1946

DETAIL BY C.H. Baldwin DATE

VERIFIED BY DATE

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



DATE OF PHOTOS Nov. 14, 1942

TIME OF PHOTOS 2:10 P.M.

and 2:55 P.M.

STAGE OF TIDE.....

Inshore quadrangle

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

.....
.....
.....
.....
.....

REMARKS.....

.....
.....
.....

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

DATA RECORD

T-8436

Quadrangle (II): ~~2635~~ RICHMOND

Project No. (II): CS-312-B

Declination = 1° 45' East

Field Office: Tampa, Fla.
Sub-field Office Miami, Fla.

Chief of Party: George E. Morris, Jr.

Compilation Office: Tampa, Fla.

Chief of Party: George E. Morris, Jr.

Instructions dated (II III): 25 May 1945

Copy filed in Descriptive
Report No. T-~~(VI)~~

Filed in Div. Photogr. Office Files

Completed survey received in office: 13 March, 1947

Reported to Nautical Chart Section:

Reviewed: 9 Jan. 1948 Applied to chart No.

Date:

Redrafting Completed:

Registered: ^{April}
~~March~~, 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): M.S.L.

Reference Station (III): DA-150, 1936

Lat.: 25° 38' 27."959 (860.4m) Long.: 80° 24' 53."169 (1483.1m) ^{Adjusted}
~~Unadjusted~~

State Plane Coordinates (VI):

(Not available)

X =

Y =

Military Grid Zone (VI)

PHOTOGRAPHS (III) T-8436

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u> (Inshore quad.)
11949	Nov. 14, 1942	2:10 P.M.	1:20,300	"
11950	" "	"	"	"
11951	" "	"	"	"
11980	" "	2.55	"	"
11981	" "	"	"	"
11982	" "	"	"	"
11983	" "	"	"	"

Tide from (III): Inshore quadrangle

Mean Range:

Spring Range:

Camera: (Kind or source) U.S.C. & G.S. 9-Lens, 8 1/2 focal length

Field Inspection by: W.W. Dawsey ✓

date: Jan. 1946 ✓

Field Edit by: *John D. Weiler*

date: *Dec. 1946*

Date of Mean High-Water Line Location (III): Inshore quadrangle

Projection and Grids ruled by (III) Wash. Office-T.L.J. date: 6/25/46

" " " checked by: Wash. Office date:

Control plotted by: B.H. Lyon & B.F. Lampton date: Mar. & July 1946

Control checked by: M.M. Slavney & W.W. Dawsey date: Mar. & July 1946

Radial Plot by: B.H. Lyon date: April 1946

Detailed by: C.H. Baldwin date:

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

MAP MANUSCRIPT
Elevations on ~~Field Edit Sheet~~
checked by: ——— K. N. MAKI

date: JAN 1948

STATISTICS (III)

Land Area (Sq. Statute Miles); 66.7

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

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

Number of Recoverable Topographic Stations established;

Number of Temporary Hydrographic Stations located by radial plot; None

Leveling (to control contours) - miles;

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

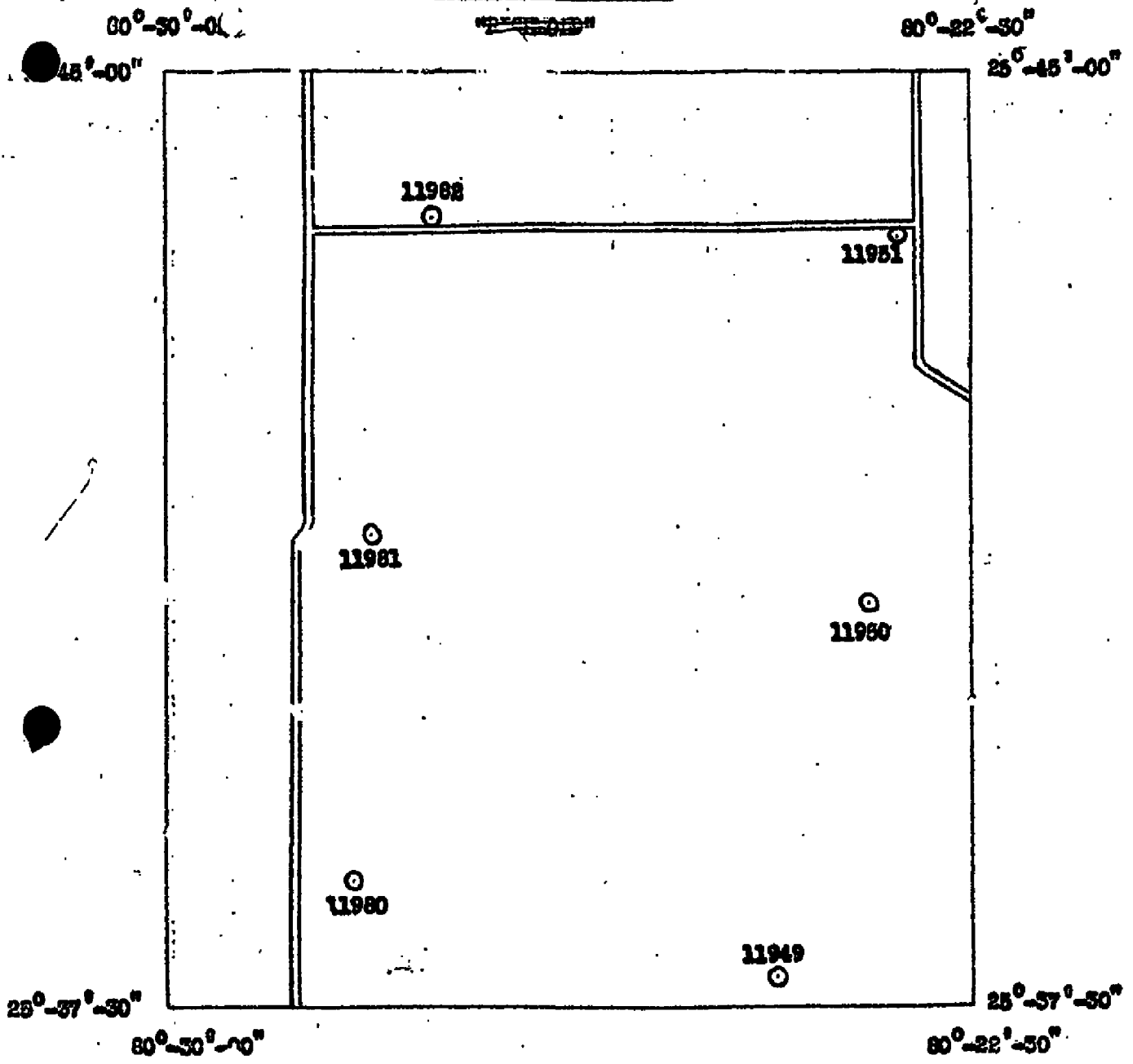
(II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

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

Remarks;

QUADRANGLE T-8436

~~"T-8436"~~



The following nine lens photographs (1:20,000), are to be used for: RECOVERY, FIELD INSPECTION, SECTION CORNERS, POLITICAL BOUNDARIES, and for any additional CORNERING not covered by the I.W.A. contours.

11949 - 11960 - 11981 - 11980 - 11981 - 11982

FIELD INSPECTION REPORT
QUADRANGLE T-8436
"RICHMOND"

1. DESCRIPTION OF AREA:

This quadrangle is located between north latitude $25^{\circ} 37' 30''$ - $25^{\circ} 45' 00''$ and West longitude $80^{\circ} 22' 30''$ - $80^{\circ} 30' 00''$ in Dade County. This is an inshore quadrangle which covers approximately 60 square miles of land area.

The population of this area is small and only a minor portion of the land under cultivation. The majority of this quadrangle is gladeland with scattered hummocks, sawgrass and coral pot-holes, and some sparsely wooded areas.

Krome Avenue is the main thoroughfare running north and south near the western edge of the quadrangle. This is a second class road. Bird Road is the second road of importance and runs from the eastern edge of the quadrangle west to a junction with Krome Avenue. The third road of importance is Snapper Creek Canal Road running north and south along the eastern edge of the quadrangle. These three roads run parallel with canals which serve as the most important means of drainage. One large section north of Bird Road is being reclaimed for farm land. Several new roads are being cut through this area and considerable ditching is in progress for improving drainage.

2. COMPLETENESS OF FIELD INSPECTION:

Field inspection has been done in accordance with current instructions for the project. Roads and vegetation have been classified, buildings and boundaries delineated. The inspection is complete. This was accomplished during the month of January, 1946 by W.W. Dawsey.

3. INTERPRETATION OF PHOTOGRAPHS:

The gladeland appears gray with dark splotches which is made up of clumps of brush and deciduous trees. The wooded areas are black specks on gray back ground.

4. HORIZONTAL CONTROL

All known horizontal control in the quadrangle was searched for. The existing horizontal control was Florida Geodetic Survey (C.W.A.) traverse stations. All of these that existed were recovered and identified on the nine-lens 1:20,000 scale photographs. Many of these stations were destroyed due to road grading. There were no U.S. Coast and Geodetic Survey triangulation stations within the limits of this quadrangle.

5. VERTICAL CONTROL:

Existing vertical control was searched for and identified on the nine-lens photographs. Numerous bench marks established by The Florida Geodetic Survey were lost due to widening and grading of roads. Several were rendered of no value after being bent over by road machines.

6. CONTOURS AND DRAINAGE:

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

One borrow pit needed additional contour information. Turns of contours along road fills had to be located. There is one long spoil bank falling along Bird Drive and Snapper Creek Canal. This spoil bank consists of a series of cones which fall entirely above the ten foot contour, but of which only the tips fall above the fifteen foot contour. Spot elevations were taken on the highest cones by planetable methods.

Contouring was done on C.W.A. sheets, quadrangle 266, Sheets 4,5, 6,7,8,9,16,17, and 18. Contouring was done by B. F. Lampton. *Filed in Div. Photogr. General Files.*

ITEMS 7 to 13 INCLUSIVE:

Inapplicable to this quadrangle.

14. ROAD CLASSIFICATION

Roads were classified in accordance with general instructions, Classification and Compilation of Roads, dated June 30, 1945. *Filed in Div. Photogr. Office Files.*

16. BUILDINGS AND STRUCTURES:

All buildings to be shown on the map manuscript were circled in red ink. Buildings not to be shown were crossed out with green ink.

17. BOUNDARY MONUMENTS AND LAND LINES:

All boundaries were shown and labeled as to their nature. All section corners that could be found were identified on the photographs with a pricked point inside a small red circle and labelled showing township and range.

18. GEOGRAPHIC NAMES:

See report submitted by Lowell I. Bass for this quadrangle. *Filed in Geographic Names Section, Div. Charts.*

Respectfully submitted,

Webber W. Dawsey
Webber W. Dawsey
Photogrammetric Aid

Approved and forwarded:

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

MAIN RADIAL PLOT
PROJECT 312-B (PARTIAL)

26 AND 27

This plot consisted of four quadrangles, T-8435, T-8436, T-8437, and T-8438. A plethora of control, consisting primarily of a network of Florida State Survey Traverse, exists in this area.

After receiving the control photographs from the field, a number of the Florida State Traverse Stations which were not identified by the field parties were identified on the office photographs by means of the descriptions and the use of the stereoscope. Only those stations which appeared unlikely to have been disturbed by any type of construction work, and whose description appeared adequate to permit satisfactory identification were used. A further discussion of the results obtained by the use of these stations will be contained in the body of this report.

Control was plotted on sheets of Vinylite base grid material by means of the meter bar and beam compass method by members of the control section.

The photographs used were printed on unmounted, acetate impregnated paper; therefore, it was necessary to treat for paper distortion. This was accomplished by the use of vinylite templet material on which distortion lines to the corners of photographs and to the collimation marks had been drawn.

Discussion of the main radial plot follows:

A CONTROL:

Thirty well distributed control points were used to control the plot, with two exceptions, SUBSTITUTE STATION BLACK POINT 2 and SUBSTITUTE STATION BLACK POINT 3, all control was held.

The two stations not held were identified in the field as "Point of Mangrove", and "Small sand spot on north bank of ditch". Considering the instability of both points of detail and the time the photographs, November 1942, as compared with the time the substitute stations were established, January 1945, it is not surprising that these stations could not be held.

With the type and distribution of control as contained in this plot, it is believed that all parts of the plot fall well within the prescribed accuracy requirements.

After the plot had been completed, and pass points and photographs centers had been located on the base grid, the following control stations were cut in after locating them on the photographs.

C.E. 11	D.A. 149
C.E. 111	D.A. 165
D.A. 111	Water Tank (near Race Track)
D.A. 102	

After these stations had been cut in and circled, the given position was plotted by the beam compass and meter bar method. In all cases the discrepancy was found to be too small to plot graphically at the working scale. It is therefore believed that this method has served as a very good check on the accuracy of the plot.

B. PHOTOGRAPHS:

Very good photograph coverage exists in the area covered by this plot. The following 9-lens photographs were used 11966, 11967, 11968, 11969, 11970, 11971, 11972, 11946, 11947, 11948, 11949, 11950, 11951, 11977, 11978, 11979, 11980, 11981, 11982. It was noted that some of the chambers were printed in improper relation to the remainder of the photograph but these chambers have been marked on the photographs for the attention of the compilers.

C. CLOSURE AND ADJUSTMENT:

A departure was made from the normal procedure in laying these templets in that each templet, which could be rigidly "fixed" on four or more well distributed control points, was layed individually on the control, and the photograph center and the rays to all secondary control were transferred to the base grid. By use of this procedure it has been possible to minimize the effect of error introduced by parallax.* Excellent intersections were obtained and it is believed that the results obtained have been equal to those which would have resulted from the use of the more orthodox method. No tilt of sufficient magnitude to warrant tilt computation was encountered

Refers to parallax when looking thru several overlapping templets to the base grid or projection on which the control is plotted.

D AREAS OF QUESTIONABLE ACCURACY:

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

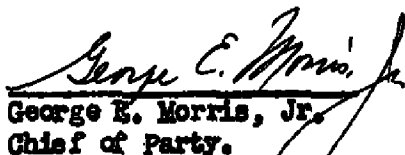
E GENERAL:

The pass points and photographs centers were picked and circled on the base grid then transferred to the map manuscripts. The pass points are shown on the map manuscript with double red inked circles of 2.0mm. and 3.0mm. radii. The photograph centers are shown with double red inked circles of 3.0mm. and 5.0 mm. radii.

Respectfully submitted,

Bernie H. Lyon
Asst. Photo. Engr.

Approved and forwarded:


George E. Morris, Jr.
Chief of Party.

COMPILATION REPORT
To Accompany
QUADRANGLE T-8436

26 and 27 CONTROL AND RADIAL PLOT:

A separate report on control and radial plot is being submitted by Mr. B. H. Lyon, Assistant Photogrammetric Engineer. *Filed in this Desc. Report.*

28 DELINEATING:

The photographs used in delineating this quadrangle were clear. Photograph No. 11982 due probably to a certain amount of tilt and bad chamber junctions, was little used in the establishment of detail points and was not used for delineating as there was ample photograph coverage. The other photographs, Nos. 11949, 11950, 11951, 11980 and 11981 were of good scale.

There is little detail on the west half of this quadrangle as it is mostly gladeland. Krome Avenue, which runs north and south through this area is the only prominent cultural feature.

29 SUPPLEMENTAL DATA:

See a special report by Joseph K. Wilson, submitted with this quadrangle entitled "Revision Contouring C.W.A. Dade County —etc."

A plot plan obtained from the U.S. Naval Air Station, Richmond, Florida was used in the delineation of a small part of this air station. Most of the Air Station falls within the limits of the quadrangle to the south.

A plan of Krome Avenue Right-of-Way, Dade County, Florida was used in the construction of land lines.

30 THROUGH 35:

This is an inshore quadrangle; hydrographic information does not apply.

36 LANDING FIELDS AND AERONAUTICAL AIDS.

A small portion of the northern part of the U.S. Naval Air Station, Richmond, Florida falls within the extreme southeastern portion of this quadrangle.

37 SECTION CORNERS:

Twenty-nine section corners were recovered by the field party and have been shown on the map manuscript. Two of these fall just outside of the southern limits of the project but were considered close enough to be shown.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

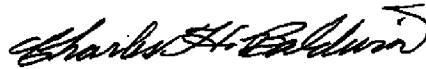
A comparison was made with that portion of C.W.A. quadrangle No. 266 which is covered by this map manuscript. No important differences in position or interpretation were found with the exception of the following:

A ditch beginning at Latitude $25^{\circ}43' 10.5''$, Longitude $80^{\circ}26' 51.5''$ and continuing northward to the limits of the quadrangle is in disagreement with the map manuscript by approximately 40 meters.

45 COMPARISON WITH NAUTICAL CHARTS:

Inshore quadrangle; area not covered by Nautical Charts.

Respectfully submitted,



Charles H. Baldwin,
Photogrammetric Aid.

Approved and forwarded:



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 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 top 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 plane-table party. These tests were done on the sheets mentioned above.

These tests started at a bench mark and closes 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 were 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:

- | | |
|-----------------------|-------------------------|
| 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 266-28NP |

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.

Approved and Forwarded:

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

Respectfully submitted,

Joseph K. Wilson
Joseph K. Wilson
Photogrammetric Aid

FIELD EDIT REPORT

QUADRANGLE T-8436

PROJECT CS-312-B

~~"REVISION"~~

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

46. Methods.-In field editing the map manuscript all roads were traversed by truck. Because of the network of roads, walking was necessary in only a few instances. All cultural data added to the map manuscript was plotted from topographic features where the location of such data could be readily identified. In some instances however, planetable methods were necessary.

47. Adequacy of the MAP MANUSCRIPT.-In general, the map manuscript was adequate and correct except for changes made since the date of the original field inspection, and a few details omitted during the inspection.

The line of transition from grassland to gladeland was interpreted by the compilation section too far into the higher ground and has been re-delineated on photograph 11981.

Attention is called to Bird Drive which is named correctly. This road is called BIRD DRIVE until it crosses Ludlum Road on sheet T-8435 where it becomes Bird Road. → see note by Tampa photogrammetric office in this Descr Report. Letter marked "Copy" in this Report gives final decision.

Attention is called to approximate latitude $25^{\circ} 44'$ and approximate longitude $80^{\circ} 25' 30''$ where new roads have been constructed. These roads follow the one-quarter section lines. Additional information has been shown on the Field Edit which falls outside the project limits. It is evident that the eastern road was under construction during the original field inspection and plotted incorrectly.

Attention is called to approximate latitude $25^{\circ} 43' 30''$ and approximate longitude $80^{\circ} 23' 30''$ where new roads have been constructed. The two north and south roads are a mile in length. The most easterly of the two roads is 400 feet west of the centerline of the Canal, and the westerly of the two roads is 1400 feet west of the centerline of the Canal.

The precinct line between Precinct 83 and Precinct 85 follows the section line, not the road.

In the northeast corner of the quadrangle, the orchard area that appears on photograph 11951 has been abandoned and grown up in grass and scattered brush.

Attention is called to Krome Avenue. The State Highway Number has been changed from 205 to 27. It is believed that the state is in the

process of re-numbering all state roads.

The radio station, located in the southeastern portion of this quadrangle, has been taken over by the Coast Guard and is known as station "Richmond".

For further information regarding the present status of the Richmond Naval Air Base, see descriptive report of T-8437.

The missing 10 foot contour located in the south-central portion of the quadrangle was in reality two 10-foot contours, located by planetable methods.

The section corner located in the southeastern portion of the quadrangle and questioned on the discrepancy overlay as inconsistent was found to be plotted correctly. Subsequent local inquiry and interrogation of the County Engineer showed that this corner is incorrectly located on the ground, but as yet the County has not rectified the error. ✓

48. Vertical Accuracy Test.-The vertical accuracy test was run on this quadrangle as a part of the revision contouring of C.W.A. sheets of the area. See report by Joseph K. Wilson.

14. Road Classification.-All roads were classified according to instructions dated 30 June 1945.

18. Geographic Names.-The geographic names for this quadrangle is being submitted in a special report by Mr. Lowell I. Bass. 814 ✓

49. Woodland.-The woodland classification of this sheet was found to be very good, except for the glade transition line mentioned in item 47.

The map manuscript was thoroughly examined for possible errors by Mr. E. A. Anderson, Assistant Dade County Engineer of the Dade County Highway Department. Mr. Anderson has been in charge of mapping in this area for many years and is very familiar with the locality. He found no errors.

Respectfully Submitted

John D. Weiler

John D. Weiler
Photogrammetrist

Approved and forwarded

Ross A. Gilmore
Ross A. Gilmore, Chief of Party

QUADRANGLE T-8456
Project CS-312-B

FIELD EDIT DISCREPANCIES:

It is believed that the field editor is wrong in his statement, (paragraph 5 of number 47, ADEQUACY OF THE MAP MANUSCRIPT) referring to the correct name of Bird Drive or Bird Road.

According to Mr. B. Frank Lampton Jr., Photo., Aid, the names have been officially changed to differentiate between North-South and East-West roadways. North-South being designated as roads and East-West being designated as Drives.

This information was obtained at the county courthouse of Dade County.

Tampa Photogrammetric Office

William A. Rasure
William A. Rasure
Photogrammetric Engineer

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

QUADRANGLE T-8436
PROJECT CS-312-B

PUBLIC LAND LINES:

The construction of section lines on this quadrangle was very difficult and the accuracy of the final results is very doubtful, especially in township 55 South, Range 39 East, (reference, letter from Tampa Photogrammetric Office to Lieutenant (j.g.) Lewis V. Evans, III dated 31 January 1947, and "Addenda for Field Edit Report", both incorporated with the quadrangle report).

A plat by the Internal Improvement Fund of a survey in 1918 was used in T-54-S, R-39-E. This plat agrees very good with the recovered corners except the three corners located in the interior of the township. These three corners were questioned and the field editor states they are correct and a plat of a survey for the J.G. Head's Farms bears him out; therefore, the lines were shifted over to agree with the recovered corners. The field editor recovered several corners along the south township line which was a great help in the construction of the lines. One section corner recovered by the field editor and pricked direct on field photograph 11981 (offset corner in section 34) was apparently misidentified by approximately 65 meters. The corner was changed to agree with the other recovered corners along the township line, forming a straight line and on the centerline of the projection of Lingren Road. (The field editor noted that the identification was only fair).

In township 55 south, range 39 east, the only plat available was of a General Land Office Survey of 1847. Due to the lack of recovered corners in the interior of this township and the inadequacy of the old General Land Office plats, the construction of the section lines was to a certain extent guess work. Three corners in this township were not held and have been circled with green ink on the back of the map manuscript for further study by the Washington Office. (reference the field edit report for the south west corner of section 14 in this township).

Townships 54 and 55 south, range 38 east, have been labeled "unsurveyed by General Land Office", according to the field editor's recommendation; however, according to Mr. Webber W. Dawsey, Photogrammetric Aid, who did the original field inspection, this township is surveyed and marked with standard section corner disks but due to the flooded condition of the terrain, no attempt was made to recover any corners west of Krome Avenue at the time of the original inspection. (This information was obtained by Mr. Dawsey at the County Engineer's office of Dade County). The offset corners along the rangeline (Krome Avenue) seem to indicate that this township was surveyed. — see item 50 in Addenda for Field Edit Report for final decisions.

In township 55 south, range 40 east, the south line of section 7 has been changed from the original construction on quadrangle T-8435. The line was originally drawn according to the General Land Office plat as a straight line, which was an extension of Montgomery Drive. This would make an offset corner along the range line. From further study and surrounding cultural detail in this area, it is believed the line starts bearing to the southwest at the northeast corner of section 17, T-55-S, R-40-E, (T-8435) to intersect with the recovered corner on the range line (T-8436). It is requested that the Washington Office make the proper junction of this section line with T-8435 as it has been forwarded for final review. ✓

The section lines are shown on the front of the map manuscript in red acid ink with the appropriate number of the section being shown in its approximate center.

Respectfully submitted,

William A. Rasure.

William A. Rasure,
Photogrammetric Engineer

Approved and Forwarded:

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

ADDENDA FOR FIELD EDIT REPORT

QUADRANGLE T-8436

PROJECT CS-312-B

~~"RICHMOND"~~

Subsequent to the completion of the original field edit a Section Line Discrepancy Print, with all available data, was forwarded to the Field Edit Party with a request for additional investigation. The following supplemental report covers the edit of the Section Line Print, with emphasis on the specific points requested in attached letter of 31 January 1947 from the Officer in Charge, Tampa Photogrammetric Office.

This edit and additional section-line investigation was done by John D. Weiler during the period 6 thru 13 February 1947.

50. PUBLIC LAND LINES:

- (1) T54S-R38E
T55S-R38E

A search of this area failed to disclose any existing section corners. A check with the Dade County Engineer was made, and it was his belief that these sections were not monumented, except for the corners along Krome Ave., on the E side of T54S-R38E, as shown on the R/W plan of Krome Ave., which were set by the State Road Dept. The section offsets on the range line along Krome Ave., that appear on the C.W.A. map are merely "paper work", in regards to T55S-R38E; the five southern sections, on the E side, were laid out in even miles and the excess thrown into Section 1. This was confirmed by Mr. J. J. Bennett, Sec'y. of the Biscayne Engineering Co.; Mr. Bennett, whose company has had long experience in land surveys of this area, stated that, to the best of his knowledge, these townships had never been surveyed, and that no plats are available. Any representation of these townships, as on the Dade County (C.W.A.) Topographical Township Maps, or the "Official Map of Dade County", are merely theoretical layouts (i.e. "paper work") and are not based on actual surveys. It is recommended, therefore, that these townships be omitted from the map, and the area labelled "Unsurveyed by G.L.O." ✓

- (2) T54S-R39E

Several corners along the south township line were recovered that should tie this township down. The corners along Bird Road that the re-constructed section lines miss are correct and should be held.

A new development in the north part of this township has destroyed several corners in the process of building roads. However, a plat of the development, "J.G. Head's Farms", is submitted to aid in plotting the lines.

New Title ?

The two corners questioned in paragraph 3 of attached letter were searched for; the north one, only, was recovered, and was found to be plotted 4m south of its actual location. The scaled distance from Bird

Road to the Tamiami Trail is 3620m instead of 3608m, which would account for this discrepancy. It does not check with the County plan of the Krome Ave., R/W but appears to be correct.

(3) T55S-R39E

A sufficient number of corners were recovered along the north township line to tie this township down. There are corners recovered in the south part of this township in Quadrangle T-8437 that can be used as ties.

(4) The interior portions of T54S-R39E and T55S-R39E are accessible only with considerable difficulty; corners could be located only by plane-table traverse, which would be slow and expensive because of the nature of the terrain and limitation of visibility due to vegetation. Therefore, interior corners in these townships were not searched for. It is believed that the corners recovered along the township lines will serve to construct the section lines.

(5) Because of the difficulty in traveling, the section corners along the line between T54S and T55S-R39E, were located by the 3-pt.-fix method with sextant angles, using nearby identifiable features. This is essentially the method described in paragraph 19 of the Instructions - Projects CS-312 and Ph-10(46), 21 Oct. 1946, with sextant angles submitted, because of the terrain, for the planetable templates. Templates may be constructed from the angles recorded, and identification on the photographs made as noted in the reference.

(6) Descriptions of all corners recovered during this edit are submitted on Form 524.

Respectfully Submitted

John D. Weiler
John D. Weiler
Photogrammetrist

Approved and Forwarded

Ross A. Gilmore
Ross A. Gilmore
Chief of Party

C
O
P
Y

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
Tampa Photogrammetric Office
Box 1689, Tampa, Florida



POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

31 January 1947

To: Lieut. (jg) Lewis V. Evans, III
U. S. Coast and Geodetic Survey
Homestead, Florida

Subject: Public Land Lines T-8436

We have found it impossible to construct section lines on about half of this quadrangle with any degree of accuracy. The map manuscript plus all other data available to this office is being forwarded to you for possible further field investigation.

In Township 54 South, Range 39 East, the lines are shown in red pencil plotted from a plat by the Internal Improvement Fund, dated March, 1918. It is believed that these lines are fairly accurate even though they miss several recovered corners. It is requested that a check be made on the corners where they miss the sections lines as plotted in this township.

The two section Corners north of Bird Drive, on the Range line between Range 38 and 39 East, do not agree with distance's shown on the pricking cards from Bird Road. It is believed they were pricked in error on the field prints.

That portion of Township 54 South, Range 38 East which falls within the limits of this quadrangle was plotted (using proportional dividers) from a large scale sectionized Dade County map and can be in great error. No survey plats could be obtained for Range 38 East in this quadrangle.

In Township 55 South, Range 39 East, (where we run into our greatest difficulty) we have only a General Land Office plat dated 1847 which will not agree with the recovered corners. In this same township along the western range line, a C.W.A. map shows offset sections along this range line and one recovered corner seems to bear this out. (approximate Latitude $25^{\circ} 38' 15''$, Longitude $80^{\circ} 28' 48''$). Neither the General Land Office plat or the sectionized map of Dade County show offset sections along this range line.

Unless you are able to obtain more information in the field, we cannot construct the section lines on this quadrangle.

/s/ George E. Morris, Jr.
Officer in Charge
Tampa Photogrammetric Office

WAR/c

Division of Photogrammetry
Review Report of
Topographic Map Manuscript T-8436

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

26. Control.-

The triangulation stations shown on this map manuscript have not been listed in either the compilation report or the special report on control and radial plot. They are:

DA 149, 1936
DA 150, 1936
DA 195, 1936

44. Comparison with Existing Topographic Quadrangles.-

Refer to item 44 of the Compilation Report in this descriptive report.

45. Comparison with Nautical Charts.-

There are no nautical charts in the area of this map manuscript.

48. Accuracy Tests.-

The vertical accuracy test run in this area meets the accuracy specifications for the project. ~~It is believed that~~ this map complies with the national map accuracy requirements.

Reviewed by:

K. N. Maki
K. N. Maki

Reviewed under direction of:

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

APPROVED BY:

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

H. P. ...
Chief, Nautical Chart Br.
Division of Charts

K. T. Adams
Chief, Div. of Photogrammetry

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

GEOGRAPHIC NAMES

Survey No.

T-8436

RICHMOND, Fla**

Name on Survey

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

	A	B	C	D	E	F	G	H	K
**Since the new Richmond railway station falls on the quadrangle to the south, T-8437, a new title will have to be found for this sheet. There would seem to be no feature lying entirely or mainly on this sheet, unless it be the new project mentioned in the "Addenda for Field Edit Report", or "J.G. Head's Farms".									1
									2
									3
									4
Florida								USCG	5
Dade County									6
Seaboard ✓									7
State No. 27 ✓ Krome Avenue ✓									8
									9
U.S. Naval Air Station ✓									10
Radio Station Richmond, U.S. Coast Guard									11
Coral Reef Drive ✓									12
Lindgren Road									13
Killian Drive ✓									14
North Kendall Drive ✓									15
Dade County Home and Hospital ✓									16
Sunset Drive ✓									17
Snapper Creek Canal ✓									18
Miller Drive ✓									19
Bird Drive ✓									20
Snapper Creek Canal Road ✓									21
Coral Way ✓									22
Tamiami Airport ✓ (see T-8432: does any of it lie in northeast corner of this sheet?)									23
									24
J.G. Head's Farms (in process of development, so name cannot yet be applied)									25
									26
									27

Names underlined in red are approved
3/348 L.H.