

8604

Diag'd. on Diag. Ch. No. - 77-5

8604

Form 504	
U. S. COAST AND GEODETIC SURVEY	
DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey	Planimetric, Air Photo-graphic Boundary Survey
Field No.	Office No. T-8604
LOCALITY	
State Dist.	of Columbia-Virginia
General locality	Potomac River
Locality	Washington National Airport and Vicinity
194	
CHIEF OF PARTY	
Louis J. Reed	
LIBRARY & ARCHIVES	
DATE	Feb 10 - 1949

DATA RECORD

T-8604

Quadrangle (II):

Project No. (II): Ph-12(46)

~~Field~~ Office: Washington, D. C. Chief of Party: Louis J. Reed

Compilation Office: Wash. D. C. Chief of Party: Louis J. Reed

Instructions dated (II III): 9 May 1946 Copy filed in Descriptive
 27 Dec. 1946 Report No. T- (VI)
 8600,01

Completed survey received in office: 24 March 1948

Reported to Nautical Chart Section:

Reviewed: 28 June 1948 Applied to chart No. Date:

Redrafting Completed:

Registered: ~~27 Dec. 1948~~ ^{Apr 1949}

Published:

Compilation Scale: 1:4,000

Published Scale: 1:4,800

Scale Factor (III): 1.000

Geographic Datum (III): N.A. 1927

Datum Plane (III): Low-water datum of
Washington Harbor (See item 30
of the compilation report)

Reference Station (III): Yards, 1935

Lat.: ~~38°50'18.132"~~ (559.1m) Long.: ~~77°02'45.104"~~ Adjusted
 (1087.8m) ~~third point~~

State Plane Coordinates (VI): Virginia, North Zone

X = ~~2,414,189.38~~Y = ~~429,972.37~~

Military Grid Zone (VI)

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
D-2157-D2163, Inc.	3-27-46	12:50-12:51	1:7,000 Con. (1:4,000 ratio)	M.H.W. (Approx.)
D2178-D2184, Inc.	"	13:02-13:03	"	"
D2204-D2210, Inc.	"	13:13-13:14	"	"
D2214-D2219, Inc.	"	13:27-13:29	"	"
D2247-D2253, Inc.	5-13-46	12:07	1:7,000	M.L.W. (Approx.)
D2270-D2276, Inc.	"	12:14-12:15	"	"
D2280-D2294	"	12:24-12:34	"	"

Tide from (III): Refer to item 30 of the compilation report.
(filed in descriptive report for T-8600,01)

Mean Range: **Spring Range:**

Camera: (Kind or source) "D" Camera U. S. Coast and Geodetic Survey
(focal length = 12")

Field Inspection by: Everett H. Ramey **date:** June-July, 1946

Field Edit by: Stanley J. Hathorn **date:** March 1948

Date of Mean High-Water Line Location (III): June-July 1946

Projection and Grids ruled by (III) T. L. Janson **date:** Aug.-Nov., 1946

" " " checked by: T. L. Janson **date:** Aug.-Nov. 1946
K. N. Maki

Control plotted by: L. Reed **date:** Aug.-Dec.-1946

Control checked by: G. B. Dean & J. McDonald **date:** Aug.-Dec.-1946

Stereoplanigraph
~~Field Edit~~ by: L. Reed & M. G. Misulia **date:** Aug. 1946-Apr. 1947

Detailed by: L. Reed & M. G. Misulia **date:** Aug. 1946-Apr. 1947

Reviewed in compilation office by: M. G. Misulia **date:** July 1947

Elevations on ^{Map Manuscript} ~~Field Edit Sheet~~
checked by: S. J. Hathorn **date:** March 1948

Note:

A description of "The Boundary Line Between the District of Columbia and the Commonwealth of Virginia as Surveyed in 1946 and 1947 by the U. S. Coast & Geodetic Survey" is attached to the Descriptive Report for T-8606.

The following data pertinent to the entire Project Ph-12(46) is filed in the Descriptive Report for T-8600 and T-8601:

1. Public Law 208 - 79th Congress.

An act - To establish a boundary line between the District of Columbia and the Commonwealth of Virginia.

2. Project Instructions, Ph-12(46) dated 9 May 1946.

3. Project Instructions, Ph-12(46), Supplement #1 dated 27 December 1946.

4. Field Inspection Report.

5. Compilation Report.

6. List of Horizontal Control Stations.

Harold R. Brooks
12 May 1948

Office Inspection Report

Shoreline Planimetric Survey No. T-8604

Project Ph-12(46)

Survey No. T-8604 is the fifth of a series of seven planimetric map manuscripts, as compiled by the Zeiss Stereoplanigraph, to be field edited in Project Ph-12(46).

The map manuscript was carefully inspected for completeness and features of questionable interpretation were called to the field editor's attention on one of the single-weight prints of Survey No. T-8604.

The positions of several horizontal control stations, which were not used as control for the compilation, have been plotted onto the map manuscript during the office inspection. Two of these stations are D. C.--Va. Boundary Witness Marks which were established by the Division of Geodesy. The descriptions of these stations as noted on form 525 are to be checked during the field edit. The position of the mean-high-water line, in the immediate vicinity of all these newly plotted stations, is to be checked during the field edit in accordance with item 19 in the instructions for project Ph-12(46), Field and Office, Supplement 1, dated 27 December 1946.

All of the newly plotted horizontal control stations were called to the field editor's attention on the single-weight print noted previously, accompanied by pertinent notes.

The materials for the field edit of Survey No. T-8604 are being forwarded to the Administrative Planning Section, together with a copy of this report.

Michael G. Misulia
7-8-47

Field Edit Report
Project Ph-12(46)
T-8604

46. Methods:

The field edit was completed in accordance with project instructions dated 9 May 1946 and 27 December 1946, and general field edit instructions dated 24 August 1945.

All deletions were made directly on the field edit sheet in green ink. Additions and corrections in red ink, wherever possible, were made on the field edit sheet. All additions and corrections made on the photographs are noted on the field edit sheet along with the photograph number.

New detail was located by planetable or tape within the minimum allowable limits for horizontal error.

Violet ink was used to indicate points which were checked for horizontal accuracy.

47. Adequacy of Compilation:

In general, the map manuscript was complete and adequate except for construction changes since compilation, certain inconsistencies in building compilation West of Jefferson Davis Highway, and for minor details.

Because of the inconsistency in building detail, a dashed blue line is used on the field edit sheet to show the depth to which all detail was verified by field edit. Inshore of the dashed blue line; only street detail, public buildings, schools, churches, and drainage were verified. This arbitrary line is based upon the extent of compilation, and it is recommended that the Reviewer adjust this line to give uniformity to all the sheets.

A plan showing Potomac Yard, as it existed at the time of field edit, will be mailed during April 1948 to Chief of Review Section by Mr. D. C. Hastings, Superintendent of Tracks, Potomac Yard, Alexandria, Virginia. All detail on the plan is self-explanatory, and it will, therefore, be necessary for the reviewer to reconcile the field edit sheet with the new plan.

48. Accuracy Tests:

Horizontal detail was checked by occupying with

→ Received Map of Potomac Yard, in 3 sheets, revised to
4/1/48. (S.L.H. - 4-16-48)

planetable all the plotted horizontal control stations not used in control of the compilation, and it is felt that the sheet is within the horizontal accuracy requirements.

Discrepancies were encountered in the field inspection of the mean-high-water-line along the South portion of the Washington National Airport. All changes were carefully located by planetable leveling. The bulk of the corrected mean-high-water-line corresponds to a definite tone line on the photograph. A double check was made of all portions of the corrected mean-high-water-line that did not follow the definite tone line. The proximity of both horizontal and vertical control increased the accuracy of the planetable work, and the field edit location of the mean-high-water-line is believed to be within the minimum horizontal accuracy requirements.

49. Woods:

Woodland cover was reclassified in accordance with Photogrammetry Instructions No. 15 dated 16 June 1947.

50. Future Changes:

It is reasonable to expect small amounts of earth fill to be wasted along the mean-high-water-line around the Washington National Airport whenever excavation occurs elsewhere on the airport. This is in line with an anticipated large-scale construction program that will probably fill in the river enough to provide additional runways.

4. Horizontal Control:

All triangulation stations not recovered by the field inspection party were searched for and reported on Form 526.

Form 525 is submitted for these monumented National Park Service traverse stations that were recovered in good condition. Form 526 is submitted for all other National Park Service (Public Buildings and Public Parks disks) shown on the field edit sheet.

(All horizontal control recovered during field edit is shown on the project horizontal control index).

5. Vertical Control:

All bench marks not recovered by the field inspection party were searched for and reported on Form 685A. All bench marks recovered in good condition were identified (approximately) on the photographs.

(Bench marks recovered during field edit, along with the photographs used for identification, are shown on the project vertical control index.)

14. Road Classification:

Roads are classified in accordance with Photogrammetry Instructions No. 10 dated 14 April 1947, and Amendment, dated 24 October 1947.

18. Geographic Names:

No systematic names investigation was made except where requested by the office reviewer. *List of approved names attached.*

Submitted
15 April 1948

Stanley J. Hathorn
Stanley J. Hathorn
Photogrammetrist

GEOGRAPHIC NAMES

Survey No.

T-8604

D.C. - Va. Boundary

Wash. National Airport

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

District of Columbia

USGS

1

Virginia

"

2

Potomac River

"

3

Alexandria

4

Arlington County

5

Roaches Run

6

Roaches Run Bird Sanctuary

7

Hunter Point

8

Fourmile Run

9

Mount Vernon Memorial Highway

10

Jefferson Davis Highway U.S. No. 1

11

12

Virginia Highlands

13

Oak Crest

(except for new H.G. Soc. map, all other usage is 2 words)

14

Aurora Hills

15

Fort Scott

16

Street Names:

17

11th St. S

18

16th St. S through 29th St. S inclusive

19

31st St. S.

20

26th Road

21

26th Place

22

S. Glebe Road State No. 120

23

S. Lynn St.

24

S. Joyce St.

25

S. Ives St.

26

S. Hayes St.

27

GEOGRAPHIC NAMES

Survey No. **1-8604**

GEOGRAPHIC NAMES											
Survey No. T-8604											
		<div>On Chart No.</div> <div>On previous survey No.</div> <div>On U. S. quadrangle Maps</div> <div>From local information</div> <div>On local Maps</div> <div>P. O. Guide or Map</div> <div>Rand McNally Atlas</div> <div>U. S. Light List</div>									
2	Name on Survey	A	B	C	D	E	F	G	H	K	
	<u>S. Grant St.</u>										1
	<u>S. Fern St.</u>										2
	<u>S. Eda St.</u>										3
											4
	<u>S. June St.</u>										5
	<u>S. Joyce St.</u>										6
	<u>S. Inge St.</u>										7
	<u>Arlington Ridge Road</u>										8
	<u>S. Hill St.</u>										9
	<u>S. Hight St.</u>										10
	<u>S. Grove St.</u>										11
	<u>Mount Vernon Baptist Church</u>										12
	<u>Mount Vernon Avenue</u>										13
	<u>Four Mile Road</u>										14
	<u>Elbert Avenue</u>										15
	<u>Bruce St.</u>										16
	<u>Executive Avenue</u>										17
	<u>Russell Road</u>										18
											19
	<u>The Lady of Lourdes Church (usually "Our Lady")</u>										20
	<u>Nellie Custis School</u>										21
	<u>Calvary Methodist Church</u>										22
	<u>Hahn Concrete Pipe Co.</u>										23
	<u>A B & W Transit Co.</u>										24
	<u>Arlington County Sewage Treatment Plant</u>										25
	<u>Phillips Machinery & Tractor Co.</u>										26
	<u>Gray Concrete Pipe Co.</u>										27

N 234

GEOGRAPHIC NAMES

Survey No. **T-8604**

9

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

<u>Open Air Theater</u>										1
										2
<u>Richmond Fredericksburg and Potomac (main line, also under yards)</u>										3
<u>Baltimore and Ohio</u>			(for freight only)							4
<u>Pennsylvania</u>			"							5
<u>Chesapeake and Ohio</u>			"							6
<u>Southern</u>			"							7
<u>Washington and Old Dominion</u>			"	(this name is included in Railway Guide)						8
<u>Potomac Yard</u>			(this is form used in Railway Guide, not Yards)							9
<u>Southbound Receiving Yard</u>										10
<u>Four Mile Run Yard Office</u>										11
<u>Northbound Classification Yard</u>										12
<u>Northbound Advance Yard</u>										13
<u>Assembly Yard</u>										14
										15
<u>Washington National Airport</u>										16
<u>Army Air Force Terminal</u>										17
<u>AAF Hangers 10 and 11</u>										18
<u>AAF Hanger</u>										19
<u>AAF Hangers 8 and 9</u>										20
<u>AAF Temporary No. 7</u>										21
<u>AAF Barracks</u>										22
<u>AAF Warehouses</u>										23
<u>O.A.A. Storage Sheds</u>										24
<u>Public Roads Administration Laboratories</u>										25
<u>Hangers 1 to 7</u>										26
<u>National Airport Terminal</u>										27

GEOGRAPHIC NAMES

Survey No. **T-8604**

4	Name on Survey	A On Chart No.	B On previous survey No.	C On U. S. quadrangle Maps	D From local information	E On local Maps	F P. O. Guide or Map	G Rand McNally Atlas	H U. S. Light List	K
	<u>Addison</u>				(on nautical chart 550, etc)					1
	<u>St. Elmo</u>				(section of Alexandria shown on this sheet: see chart 550)				USGB	2
										3
										4
										5
										6
										7
										8
										9
										10
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										27

Division of Photogrammetry
Review Report of
Planimetric Map Manuscript T-8604

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

26. Control.--The P.B. & P.P. traverse station 32256 could not be recovered and is considered lost.

Three P.B. & P.P. traverse stations were recovered but are not shown on the manuscript. In each instance the disc or marker is missing and two of the stations have a portion of the concrete monument missing. The three Stations are:

32250 (P.B. & P.P.)	1932
32255 (P.B. & P.P.)	1932
32265 (P.B. & P.P.)	1932

Station National Airport, North Radio, Aerial Pole, 1945, not listed in the control summary, was plotted on the map manuscript.

Six bench marks, recovered by field inspection, were shown on the map manuscript with elevations to the nearest one-tenth foot.

29. Supplemental Data.--The Potomac Yard track and building detail was amended to agree with the revised plan of the yard dated 1 April 1948.

37. Boundary.--The District of Columbia-Virginia boundary line at the mouth of Fourmile Run is the outer or riverside wall of the culvert which runs underneath the Mt. Vernon Memorial Highway. This also applies at the mouth of Roaches Run.

43. Comparison with Previous Surveys.--

T-910a	1:15,000	1863-74
T-942	1:15,000	1864
T-1960	1:31,680	1863-64
T-2023	1:4800	1891
T-2028	1:4800	1891
T-2621	1:10,000	1902
T-4091	1:10,000	1924
T-5756	1:10,000	1937, 38-40

Common features on these surveys are superseded by the map manuscript.

44. Comparison with Existing Topographic Quadrangle.--
Washington and vicinity, Md.-Va.-D.C., 1:31,680
U.S.G.S., 1913-15 (surveyed), 1941-42 (revised).

45. Comparison with Nautical Charts:- Chart No. 560,
1:80,000, 12/1/47 Washington Harbor, 1:80,000 (insert).

51. Application to Nautical Charts:- This map manuscript
has not been applied to nautical chart 560.

Reviewed by:

Reviewed under the direction of:

K. N. Maki
R. N. M. 6-28-48
Cartographer (Phot.)

L. V. Griffith
Chief, Review Section K.N.M.

Approved by:

B. J. Jones 1/49
Deputy Assistant to the
Chief, Div. of Photogrammetry

H. R. Edmonston
Chief, Nautical Chart Branch
Division of Charts

K. T. Adams
Chief, Div. of Photogrammetry

C. J. Green
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