

9846 THRU 9858

9846 THRU 9858

Diag. Cht. No. 77-5.

Form 504	
U. S. DEPARTMENT OF COMMERCE	
COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Type of Survey	Topographic
Field No. Ph-78(51)	T-9846 thru Office No. T-9858
LOCALITY	
State	Virginia
General locality	Fairfax County
Locality	Burke Airport Site
1951	
CHIEF OF PARTY	
H.A.Paton, Chief of Field Party	
L.C.Lande, Div. of Photo. Wash., D.C.	
LIBRARY & ARCHIVES	
DATE	November 17, 1961

USCOMM-DC 5087

DATA RECORD

T-9846 through T-9858

Project No. (II): Ph-78(51) Quadrangle Name (IV): Burke, Va.

Field Office (II): Burke, Va.

Chief of Party: H. A. Paton

Photogrammetric Office (III): Washington, D. C. Officer-in-Charge: L. C. Lande
Chief, Graphic Comp. Section

Instructions dated (II) (III):

Copy filed in Division of
Photogrammetry (IV)

none issued

Method of Compilation (III): Radial plot and graphic comp.

Manuscript Scale (III): 1:2,400

Stereoscopic Plotting Instrument Scale (III): - -

Scale Factor (III): 1.0

Date received in Washington Office (IV):
Nov. 20, 1951

Date reported to Nautical Chart Branch (IV):
Nov. 27, 1951

Applied to Chart No.

Date:

Date registered (IV):

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): N.A. 1927

Vertical Datum (III):

Mean sea level except as follows:
Elevations shown as (25) refer to mean high water
Elevations shown as (2) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): *Fairfax, 1943 and Chapel, 1942

Lat.: *38° 46' 53.196"
38° 44' 47.763"

Long.: *77° 19' 44.385"
77° 15' 27.221"

Adjusted
~~Unadjusted~~

Plane Coordinates (IV):

State: Virginia Zone: North

Y=*408,089.01'
395,668.78'

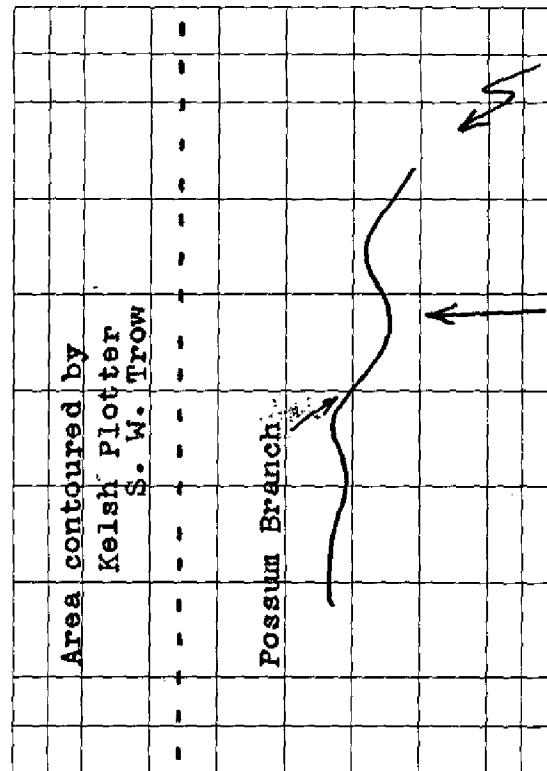
X=*2,333,812.35'
2,354,346.34'

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office,
or (IV) Washington Office.

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

Stanley W. Trow
July 1951
100%

T-9855



Contours by photo-
planetable

J. A. Clear, Jr.

E. T. Jenkins

E. L. Williams

F. M. Wisiecki

July-Sept. 1951

Located by plane-
table

E. T. Jenkins

A. B. Zimmerli

Oct. 1951

Areas contoured by various personnel

(Show name within area)

(II) (III)

DATA RECORD
T-9846 thru T-9858

Field Inspection by (II): Howard J. Murray

Date: July-August 1951

Planetable contouring by (II): See page T2

Date:

Completion Surveys by (II): none

Date:

Mean High Water Location (III) (State date and method of location):

not applicable

Projection and Grids ruled by (IV): L. B. Clark

Date: 5 June 1951

Projection and Grids checked by (IV): H. D. Wolfe

Date: 7 June 1951

Control plotted by (III): N. S. Schultz
C. E. Cook

Date: July 1951

Control checked by (III): B. J. Colner

Date: July 1951

Radial Plot or Stereoscopic R. J. French

Date: August 1951

~~Control extension by (III):~~

Planimetry S. W. Trow

Date:

Stereoscopic Instrument compilation (III):

Contours S. W. Trow

Date: July 1951

T-9849-50 and T-9854-55 Kelsh

Manuscript delineated by (III): M. Stephens, C. E. Cook, N. S. Schultz
Wm. Harris, O. Dalbey, S. G. Blankenbaker, H. Rau,
Chas. Theurer, H. J. Murray, R. J. French

Date: August-Sept. 1951

Contours inked by J. P. Battley

Photogrammetric Office Review by (III): R. J. French
H. J. Murray

Date: Oct.-Nov. 1951

Elevations on Manuscript
checked by (II) (III):

R. J. French
H. J. Murray

Date: Oct.-Nov. 1951

T-9846

Camera (kind or source) (III):

X camera 12" f
J camera 6" f

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
X-54	16 June 1951		1:6000	
55			ratio to	
56			1/2400	
57				
66				
67				
68				
69				
90				
91				
92				

X-93

J-4325A - - - - - 1:8000

J-4326 - - - - - Tide (III) - - - - - ratio to 1/2400

not applicable

Ratio of Ranges	Mean Range	Spring Range

Reference Station:

Subordinate Station:

Subordinate Station:

Washington Office Review by (IV):

Date:

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): .56

Shoreline (More than 200 meters to opposite shore) (III): not applicable

Shoreline (Less than 200 meters to opposite shore) (III): " "

Control Leveling - Miles (II): 1.46

Number of Triangulation Stations searched for (II): none Recovered: Identified:

Number of BMs searched for (II): none Recovered: Identified:

Number of Recoverable Photo Stations established (III): none

Number of Temporary Photo Hydro Stations established (III): none

Remarks:

Number of monumented traverse stations established	2
" " " " " identified	2

Property Surveys by:	J. M. Neal	July-Nov. 1951
	S. J. Hathorn	" " "
	E. T. Jenkins	" " "

-T-9847

Camera (kind or source) (III): X camera 12" f.
J camera 6" f.

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
X-90	16 June 1951	---	1:6000	----
91	"		ratio to	
92	"		1:2400	
93	"			
100	"			
101	"			
102	"			
103	"			
155	"			
156	"			
157	"			
J-4282	"		1:8000	
4283	"		ratio to	
4284	"		1:2400	

Tide (III)

not applicable

Reference Station:
Subordinate Station:
Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range

Washington Office Review by (IV):

Date:

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): .61

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

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

Control Leveling - Miles (II): 1.74

Number of Triangulation Stations searched for (II): none

Recovered:

Identified:

Number of BMs searched for (II): one

Recovered: one

Identified: one

Number of Recoverable Photo Stations established (III): none

Number of Temporary Photo Hydro Stations established (III):

Remarks: Number of monumented traverse stations established: 2
" " " " " identified: 2

Property Surveys by: J. M. Neal July-Nov. 1951
S. J. Hathorn
E. T. Jenkins

T-9848

Camera (kind or source) (III): J camera 6" f.
X camera 12" f.

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
J-4281	16 June 51		1/8,000	
4282			ratio	
4283			to	
J-4381			1/2,400	
J-4382				
J-4383				
J-4372				

Tide (III)

Reference Station:)
Subordinate Station:) not applicable
Subordinate Station:)

Ratio of Ranges	Mean Range	Spring Range

Washington Office Review by (IV):

Date:

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): .18

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

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

Control Leveling - Miles (II): 1.95

Number of Triangulation Stations searched for (II): --- Recovered: Identified:

Number of BMs searched for (II): --- Recovered: Identified:

Number of Recoverable Photo Stations established (III): ---

Number of Temporary Photo Hydro Stations established (III): ---

Remarks: No monumented traverse stations established.

Property Surveys by: J. M. Neal July-Nov. 1951
S. J. Hathorn
E. T. Jenkins

T-9849

Camera (kind or source) (III):

O camera 6 inch f
J camera 6 inch f

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
J-4278	16 June 1951	----	1:8000	
4279			ratioed to	
4280			1:2400	
4281				Radial
4379				Plot
4380				
4381				
O-318	2 Feb. 1951		1:8000	Keish
319			ratio to	
345			1:1,600	
346				

Tide (III)

not applicable

Reference Station:
Subordinate Station:
Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range

Washington Office Review by (IV):

Date:

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III):

.16

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

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

Control Leveling - Miles (II):

1.5

Number of Triangulation Stations searched for (II): none

Recovered:

Identified:

Number of BMs searched for (II):

Recovered:

Identified:

Number of Recoverable Photo Stations established (III):

-

Number of Temporary Photo Hydro Stations established (III):

--

Remarks: A new position was established for-
(21S, 1920, 1951
(PTS " (USGS)

T-9850
Camera (kind or source) (III): O Camera, 6" f
J Camera, 6" f

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
J-4276	16 June 1951		1:8000 ratio	Radial plot
J-4277	"		to 1:2,400	
J-4278	"			
O-266	2 Feb. 1951		1:8000 ratio to	Kelsh
267	"		1:1600	
304	"			
305	"			

Tide (III)
not applicable

Reference Station:
Subordinate Station:
Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range

Washington Office Review by (IV):

Date:

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): .21
Shoreline (More than 200 meters to opposite shore) (III): --
Shoreline (Less than 200 meters to opposite shore) (III): --
Control Leveling - Miles (II): 1.53
Number of Triangulation Stations searched for (II): --- Recovered: Identified:
Number of BMs searched for (II): --- Recovered: Identified:
Number of Recoverable Photo Stations established (III): ---
Number of Temporary Photo Hydro Stations established (III):

Remarks: Number of monumented traverse stations established: 1
" " " " " identified: 1

T-9851

Camera (kind or source) (III):

J camera 6" f.

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
J-4373	16 June 1951	---	1:8000	----
4374	" " "		ratio to	
4375	" " "		1:2400	

Tide (III)

not applicable

Ratio of Ranges	Mean Range	Spring Range

Reference Station:

Subordinate Station:

Subordinate Station:

Washington Office Review by (IV):

Date:

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III):

.11

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

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

Control Leveling - Miles (II):

.97

Number of Triangulation Stations searched for (II): none

Recovered:

Identified:

Number of BMs searched for (II):

none

Recovered:

Identified:

Number of Recoverable Photo Stations established (III): none

Number of Temporary Photo Hydro Stations established (III):

Remarks: Number of monumented traverse stations established: 3
 " " " " " identified: 3

T-9852

Camera (kind or source) (III):

X camera 12" f
J camera 6" f

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
X-51	16 June 1951	----	1:6000	
52			ratio to	
53			1:2400	
54				
69				
70				
71				
72				
87				
88				
89				
90				
J-4326			1:8000	
4327			ratio to 1:2400	

Tide (III)

not applicable

Ratio of Ranges	Mean Range	Spring Range

Reference Station:

Subordinate Station:

Subordinate Station:

Washington Office Review by (IV):

Date:

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): .84

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

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

Control Leveling - Miles (II): 2.27

Number of Triangulation Stations searched for (II): none

Recovered:

Identified:

Number of BMs searched for (II): 1

Recovered: 1

Identified: 1

Number of Recoverable Photo Stations established (III):

Number of Temporary Photo Hydro Stations established (III):

Remarks: Number of nonumented traverse stations established: 5
 " " " " " identified: 5

Property Surveys by: J.M.Neal
 S.J. Hathorn
 E.T.Jenkins

July-Nov. 1951

T-9853

Camera (kind or source) (III): X camera 12" f

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
X-103	16 June 1951	---	1:6000	---
104			ratio to	
105			1:2400	
106				
158				
159				
160				
181				
182				

Tide (III)

not applicable

Reference Station:
Subordinate Station:
Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range

Washington Office Review by (IV):

Date:

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): .27
Shoreline (More than 200 meters to opposite shore) (III):
Shoreline (Less than 200 meters to opposite shore) (III):
Control Leveling - Miles (II): 3.14
Number of Triangulation Stations searched for (II): 1
Number of BMs searched for (II): 2
Number of Recoverable Photo Stations established (III):
Number of Temporary Photo Hydro Stations established (III):

Recovered: 1	Identified: 1
Recovered: 2	Identified: 2

Remarks: Number of monumented traverse stations established: 3
" " " " " " identified: 3
A new position was established for
(6B376, 1920, 1951
(PTS " (USGS)

Property Surveys by: J. M. Neal July-Nov. 1951
S. J. Hathorn
E. T. Jenkins

T-9854

Camera (kind or source) (III):
 O camera 6" f
 X camera 12" f
 J camera 6" f

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
X-39	16 June 1951	---	1:6000 ratio to 1:2400	---
J-4314			1:8000 ratio to 1:2400	Radial Plot
4315				
4316				

O-231	2 Feb. 1951		1:8000 ratio to 1:1600	Kelsh
232				
233				
234				

Tide (III)

not applicable

Reference Station:
 Subordinate Station:
 Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range

Washington Office Review by (IV):

Date:

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): .47
 Shoreline (More than 200 meters to opposite shore) (III):
 Shoreline (Less than 200 meters to opposite shore) (III):
 Control Leveling - Miles (II): 1.72
 Number of Triangulation Stations searched for (II): --
 Number of BMs searched for (II): --
 Number of Recoverable Photo Stations established (III):
 Number of Temporary Photo Hydro Stations established (III):

Recovered:
 Recovered:

Identified:
 Identified:

Remarks:

Property surveys by: J. M. Neal
 S. J. Hathorn
 E. T. Jenkins

July-Nov. 1951

T-9855

O camera 6" f

X camera 12" f

J camera 6" f

Camera (kind or source) (III):

0-231 2 Feb. 1951

1:8000 ratio to Kelsh

PHOTOGRAPHS (III)

1:1600

Number

Date

Time

Scale

Stage of Tide

232

233

234

X-49

50

51

72

73

74

85

86

87

107

108

109

J-4329

4330

4331

16 June 1951

1:6000 ratio to

1:2400

Tide (III)

1:8000 ratio
to 1:2400

Ratio of Ranges	Mean Range	Spring Range

Reference Station:

not applicable

Subordinate Station:

Subordinate Station:

Washington Office Review by (IV):

Date:

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): 1.25

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

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

Control Leveling - Miles (II): 2.54

Number of Triangulation Stations searched for (II): none

Recovered:

Identified:

Number of BMs searched for (II): 1

Recovered: 1

Identified: 1

Number of Recoverable Photo Stations established (III):

Number of Temporary Photo Hydro Stations established (III):

Remarks: Number of monumented traverse stations established: 3
 " " " " " identified: 3

Property Surveys by: J. M. Neal July-Nov. 1951
 S. J. Hathorn
 E. T. Jenkins

Register
but do not send
Out for signature

T-9856

Camera (kind or source) (III): X camera 12" f.

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
X-106	16 June 1951	--	1:6000 ratio	
107			to 1:2400	
108				
109				
X-161				
162				
163				

Tide (III)

not applicable

Ratio of Ranges	Mean Range	Spring Range

Reference Station:

Subordinate Station:

Subordinate Station:

Washington Office Review by (IV):

Date:

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): .88

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

Shoreline (Less than 200 meters to opposite shore) (III): --

Control Leveling - Miles (II): 2.27

Number of Triangulation Stations searched for (II): --

Recovered:

Identified:

Number of BMs searched for (II): --

Recovered:

Identified:

Number of Recoverable Photo Stations established (III):

Number of Temporary Photo Hydro Stations established (III):

Remarks: Number of monumented traverse stations established: 2
" " " " " identified: 2

Property surveys by: J. M. Neal July-Nov. 1951
E. T. Jenkins
S. J. Hathorn

- T-9857

Camera (kind or source) (III):

X camera 12" f
J camera 6" f

PHOTOGRAPHS (III)

Number Date Time Scale Stage of Tide
X-48 16 June 1951 -- 1:6000 ratio to --
49 1:2400
74
75
82
83
84
85
109
110
111
112
J-4331

1:8000 ratio
to 1:2400

Tide (III)
not applicable

Reference Station:
Subordinate Station:
Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range

Washington Office Review by (IV):

Date:

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): .50
Shoreline (More than 200 meters to opposite shore) (III):
Shoreline (Less than 200 meters to opposite shore) (III):
Control Leveling - Miles (II): 1.36
Number of Triangulation Stations searched for (II):
Number of BMs searched for (II): 1
Number of Recoverable Photo Stations established (III):
Number of Temporary Photo Hydro Stations established (III):

Recovered: Identified:
Recovered: 1 Identified: 1

Remarks: Number of monumented traverse stations established: 2
" " " " " identified: 2

T-9858

Camera (kind or source) (III): **X camera 12" f**

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
X-109	16 June 1951		1:6000 ratio	
110			to 1:2400	
111				
112				
113				
X-163				
164				
165				
166				
167				

Tide (III)
not applicable

Reference Station:
Subordinate Station:
Subordinate Station:

Ratio of Ranges	Mean Range	Spring Range

Washington Office Review by (IV):

Date:

Final Drafting by (IV):

Date:

Drafting verified for reproduction by (IV):

Date:

Proof Edit by (IV):

Date:

Land Area (Sq. Statute Miles) (III): **.61**

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

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

Control Leveling - Miles (II): **1.93**

Number of Triangulation Stations searched for (I): **--**

Recovered:

Identified:

Number of BMs searched for (II): **one**

Recovered: **one**

Identified: **one**

Number of Recoverable Photo Stations established (III):

Number of Temporary Photo Hydro Stations established (III):

Remarks: **Number of monumented traverse stations established: 3**
 " " " " " **identified: 3**

MAP T. 9846 PROJECT NO. Ph-78(51) SCALE OF MAP 1:2400 SCALE FACTOR 1.00

SCALE FACTOR 1.00

SCALE OF MAP 1:2400.

PROJECT NO. Ph-78(51)

MAP T. 9846

[illegible]

M-2388.12

Plotted by: C. Cook
CHECKED BY: B.J. Colner

DATE July 1951

DATE MAY, 1951

COMPUTED BY: Pates' Section

SCALE FACTOR.....1.00

[illegible]

M-2388-12

SCALE FACTOR 1.00

1 FT. = 3048006 METER

11 FT. = 3048006 METER
COMPUTED BY: Pates' Section

DATE May 1951

Plotted by: N. S. Schultz
CHECKED BY: B. J. Colner

4-2388.12

SCALE FACTOR 1.00

[illegible]

M-2388-12

MAP T-9850

PROJECT NO. Ph-78(51)

SCALE OF MAP 1:2,400

SCALE FACTOR 1.00

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	Lambert North 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)
70 B-12	Traverse comp. NA1927		413,762.61 2,371,138.07		762.6	237.4		381.3	116.7	*	
					138.0	862.-		69.0	431.-		
70 B-13	"	"	2,367,883.29 412,791.02		883.3	116.7		441.6	58.3	*	
					791.0	209.-		395.5	104.5		
70 B-14	"	"	2,365,483.49 412,608.11		483.5	516.5		241.7	258.2	*	
					608.1	391.9		304.0	195.9		
Pl 51, 1951	"	"	413,769.13 2,371,130.83								
		*									
			Stations used to control the radial line plot.								

1 FT. = 3048006 METER

COMPUTED BY: Pates, Section

DATE August 1951

Plotted by: N. S. Schultz
CHECKED BY: R. J. French

DATE Aug. 23, 1951

M-2386-12

MAP T. 9851

PROJECT NO. Ph-78(51)

SCALE OF MAP 1:2400

SCALE FACTOR 1.00

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	Lambert North 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)
AR 13, 1951	Traverse	NA1927	411,928.31								
Sub.sta.	"	"	2,377,463.15								
			411,567.9		567.9	432.1		284.0	216.0	*	
			2,377,158.0		158.0	842.0		79.0	421.0		
AR 14, 1951	"	"	412,631.06								
			2,377,895.12								
			412,635.2		635.2	364.8		317.6	182.4	*	
			2,377,897.0		897.0	103.0		448.5	51.5		
P1 47 (Hub)	"	"	414,480.52		480.52	519.5		240.2	259.8	*	
Sub "A"			2,374,469.18		469.18	530.8		234.6	265.4		
			414,435.23		435.23	564.8		217.6	282.4	*	
Sub "B"	"	"	2,374,491.21		491.21	508.8		245.6	254.4		
			414,160.18		160.18	839.8		80.1	419.9	*	
70 B-3A(Hub)	"	"	2,375,185.03		185.03	814.9		92.5	407.4		
			414,536.56								
P150, 1951	"	"	2,372,582.57								
		*									
			Stations used to control the radial line plot.								

1 FT. = .3048006 METER

COMPUTED BY: Pates' Section

DATE July 1951

Plotted by: C. J. Cook
CHECKED BY: R. J. French

DATE Aug. 1951

M-2388-12

MAP T-9852

PROJECT NO Ph-78(51)

SCALE OF MAP 1:2400

SCALE FACTOR 1.00

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	Lambert North 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)	
Z-2 Sub.sta.	Traverse comp.	NA 1927	406,794.40 2,341,908.10	794.40	205.60		397.2	102.8	*
Z5A, 1951.	"	"	407,547.35 2,340,929.89	908.10	91.90		454.05	45.9	
Z 6A, 1951	"	"	408,166.56 2,341,000.00						
FC 15, 1951	"	"	406,103.87 2,342,851.63						
FC 16, 1951	"	"	406,102.31 2,342,681.53						
G 114, 1935, 1951 BM " (USC&GS)	"	"	406,004.67 2,342,674.63						
		*	Station used to control the radial line plot.						

1 FT. = 3048006 METER

COMPUTED BY Pates' Section

DATE May 1951

Plotted by: N. S. Schultz
CHECKED BY: S. J. Hathorn

DATE July 1951

M-2388-12

MAP T-9853 PROJECT NO. Ph-78(51) SCALE OF MAP 1:2400 SCALE FACTOR 1.00

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	Lambert North 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)	
Y 15, 1951	Traverse comp. NA1927		406,079.55 2,349,215.58						
Y 19 Sub.sta.	"	"	407,946.4 2,348,528.2	946.4 528.2	53.6 471.8		473.2 264.1	26.8 235.9	*
Y 25, Sub.sta.	"	"	408,491.5 2,345,643.6	491.5 643.6	508.5 356.4		245.8 321.8	254.2 178.2	*
F 114 AZ.Mk. 1951	"	"	409,260.57 2,348,083.77	260.57 83.77					
" Sub.sta.	"	"	409,277.1 2,348,063.3	277.1 63.3	722.9 936.7		138.6 31.6	361.4 468.4	*
F114, 1935, 1951 BM "(USC&GS)"	"	"	409,078.72 2,347,730.89						
LS 10 Sub.sta.	"	"	406,283.84 2,350,962.35	283.8 962.3	716.2 37.7		141.9 481.1	358.1 18.8	*
W-13 Sub.sta.	"	"	409,193.83 2,351,958.24	193.8 958.2	806.2 41.8		96.9 419.1	403.1 20.9	*
6B376, 1920, 1951 PTS "(USGS)"	"	"	406,612.29 2,348,947.98						
Sub.sta.	"	"	406,583.5 2,348,910.2	583.5 910.2	416.5 89.8		291.7 455.1	208.2 44.9	*
		*	Stations used to control the radial line plot.						

1 FT. = 3048006 METERS
COMPUTED BY: P. A. Coyner

DATE June 1948

Plotted by: S.J. Hathorn
CHECKED BY: B.S. Schultz

DATE Aug. 1951

MAP T-9854 PROJECT NO. Ph-78(51) SCALE OF MAP 1:2,400 SCALE FACTOR 1.00

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	Lambert North 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)	
Fairfax, 1943			408,089.01' 2,333,812.35'						
FC1 Sub.sta. "A"			407,902.7 2,334,202.3	902.7 202.3	97.3 797.7		451.4 101.2	48.6 398.8	*
" Sub.sta. "B"			408,053.7 2,333,867.1	53.7 867.1	946.3 132.9		26.8 433.6	473.2 66.4	*
" Sub.sta. "C"			409,893.8 2,336,900.6	893.8 900.6	106.2 99.4		446.9 450.3	53.1 49.7	*
FS3 Sub.sta. "A"			406,321.9 2,334,723.1	321.9 723.1	678.1 276.9		160.9 361.5	339.0 138.4	*
Sub.sta. "B"			406,363.0 2,334,707.7	363.0 707.7	637.0 292.3		181.5 353.8	318.5 146.1	*
FC4 Sub.sta.			406,262.8 2,335,036.9	262.8 36.9	737.2 963.1		131.4 18.4	368.6 481.5	*
FC6 Sub.sta. "A"			406,045.- 2,336,648.-	45.- 648.-	955.- 352.-		22.5 324.-	477.5 176.-	*
FC7 Sub.sta. "A"			404,783.- 2,337,068.-	783.- 68.-	217.- 932.-		392.- 34.-	108.- 466.-	*
"B"			405,001.8 2,336,949.2	1.8 949.2	998.2 50.8		.9 474.6	499.1 25.4	*
FC6 Sub.sta. "B"			406,003.9 2,336,647.3	3.9 647.3	996.1 352.7		2.0 323.6	498.0 176.4	*
		*							

Stations used in the radial line plot.

1 FT. = 3048006 METER

COMPUTED BY: Pates' Section

DATE June 1951

Plotted by: N.S. Schultz
CHECKED BY: B.J. Colner

DATE July 1951

M-2388-12

MAP T-9855

PROJECT NO. Ph-78(51).

SCALE OF MAP 1:2400

SCALE FACTOR 1.00

[illegible]

1 BT - 30400AC MEYER

COMPUTED BY: 3048006

Pates! Section

DATE June 1951

Plotted by: N.S.Schultz
CHECKED BY: B.J. Colner

DATE July 1951

M-2388-12

SCALE FACTOR 1.00

[illegible]

DATE July 1951

SCALE FACTOR 1.00

1 FT. = .3048006 METER

COMPUTED BY: Pates, Section

DATE: June 1951

CHECKED BY: B. J. Colner

Plotted by: N. S. Schultz

DATE: July 1951

M. 2388-12

SCALE FACTOR 1.00

[illegible]

1 FT = 3048006 METER

COMPUTED BY: Pates' Section

DATE June 1951

100

CHECKED BY:

B. J. Colner

DATE

July 1951

M-2388-12

SUMMARY
TO ACCOMPANY TOPOGRAPHIC MAP MANUSCRIPTS
T-9846 through T-9858

Subject surveys represent project Ph-78.

This survey of the Burke, Va. area was accomplished at the request of the CAA. The area was selected as a possible site for the proposed new Washington, D.C. Airport. However, since this survey the Chantilly, Va. area was selected as being more desirable.

A cronar film positive at the compilation scale of 1:2,400 and the Descriptive Report will be registered and filed in the Bureau Archives.

FIELD INSPECTION REPORT
Project Ph-78(51)

2. Areal field inspection.- The proposed Burke Airport Site, including the Access Road to the airport, is comprised of 13 topographic sheets numbered T-9846 to T-9858 inclusive.

Burke is a small rural community located about 13 air-miles southwest of Washington, D. C. It is a community of scattered dwellings, farms and a few small business establishments. About twenty-five percent of the land area is cleared; the remainder of the area is either wooded - chiefly with deciduous trees - or densely covered with tall brush. The terrain is moderately hilly and rolling; as a result it has a well defined drainage system, and a topography that is expressive when portrayed by 5-foot contour intervals.

The photographic coverage of the area was adequate and satisfactory, and no unusual difficulties due to scale or tilt were found.

3. Horizontal Control.- Recovery notes on Form 526 have been prepared and submitted for all USC&GS stations that were recovered or searched for in the area.

Third-order traverse stations were established to supplement the existing control. Monumented traverse stations were established either in pairs or an azimuth station (monumented) was established to provide azimuth control. A total of 27 traverse stations were established; in the group are included 5 USC&GS bench marks and 2 USGS traverse stations. Only 1 monumented azimuth station was established.

Forms 525 have been submitted for all permanently marked traverse stations. Forms 525 and 526 previously submitted on project Ph-70B(51) - the Annandale project - were not re-submitted. Temporary traverse stations were temporarily marked to facilitate their recovery in the event they were needed to control the development of property and ownership lines.

4. Vertical Control.- Recovery notes on Form 685 - unless previously submitted on project Ph-70B(51) - have been prepared and submitted. All USC&GS bench marks in the project area were recovered and identified. Fly level points were established with a spirit level over all roads

and major trails to provide adequate control for plane-table contouring and for contouring by stereoscopic instruments. All closures exceeding .35 of a foot were adjusted; the largest closure was .40 of a foot. The first and last designated fly level points in the main airport area were C-1 and C-73; along the access road they were J-1 and J-16. Since the project area was treated as a whole, no attempt was made to label the fly level points by the quadrangle system of numbering, instead a fly level point was assigned a numerical designation in its order of establishment and preceded by the first letter of the surname of the unit chief. Fly level points and bench marks were identified and denoted by symbols as follows:

Blue circle - Bench mark
Blue cross - checked spot elevation
Black cross - unchecked spot elevation

The fly level net is connected to the main vertical control net of the Coast and Geodetic Survey. No vertical control of other agencies was used. The following are the USC&GS bench marks used to control the fly levels:

H-114, G-114, B-232, C-232, F-114, N-45, PTS 21^S_X(USGS), and P-45.

The following list of photographs were used for identifying the bench marks and fly level points:

Airport area (contact prints, X-camera) - X-40; X-49 to X-51 incl., X-67, X-69, X-71, X-72, X-75, X-83, X-86, X-87, X-89 to X-92 incl., X-101, X-103, X-104, X-106, X-108, X-112, X-156, X-157, X-160, X-161, X-163, and X-165. (The work on these photos was checked by Mr. James A. Clear, Jr.)

Access road area (ratio prints, J-camera; also contour photos for the area). - J-4274, J-4275, J-4276, J-4282, J-4380, J-4382, and X-181A (ratio print, X-camera); the work on these photos was checked by Mr. E. L. Jenkins.

The fly levels have been recorded in 3 of 3 volumes (Wye Leveling, Form 634).

5. Contours and drainage.- 1:2,400 scale photographs (ratioed) were used for planetable contouring, except for the areas west of the highway in quadrangle T-9854, the ^{eastern} one-third ^{portion} of T-9849 and all of T-9850 which were done by the Kelsh Plotter.

Wooded and/or brush areas were cross-sectioned by employing manual labor to clear numerous lines. A bulldozer was used for 5.4 days to clear lines totaling 8.5 miles. The bulldozed lines were spaced 500-600 feet apart, and additional lines then were brushed manually between them.

The drainage pattern was developed and resolved by using a combination of several methods in varying degrees. These methods were:

- (1) The drainage provided by the Washington Office which had been transferred from Air Force photographs covering the project area and on which the drainage was visible. This was the most important and valuable source. Although the general pattern of the drainage was good, it was necessary to make numerous corrections and adjustments to restore the refinement in the drainage which had been distorted or destroyed to a large extent because of the great difference in photograph scales when the drainage in the Washington Office was transferred from one set to a different set of photographs.
- (2) Recent USGS, 1:20,000 topographic maps (ratioed to 1:2,400) were used, but they were found to be useful only in a general way (true of their contours also). Distortion of detail and inaccuracy of scale largely nullified their usefulness. In addition, the drainage pattern noted at 1:20,000 scale on these maps was incomplete for mapping at 1:2400.
- (3) Extensive and intensive stereoscopic study of the field photographs.
- (4) Field investigation and planetable development of drainage.

Unit chiefs engaged in contouring were instructed to develop the drainage pattern and the expression of contours with care and to do this in pencil on the field photographs; the field work was then checked, the contours reshaped, if needed, and inked.

Junctions between photographs and the stereoscopic work (Kelsh Plotter) have been made and cross-referenced. In areas where the contours were indicated by dashed lines

by the Kelsh plotter, spot elevations were established on the photographs and called to the attention of the compiler by appropriate notes. Additional areas omitted by the Kelsh Plotter were contoured in the field.

Vertical accuracy tests were run on photographs soon after the contouring was started as a check on the quality of the topographer's work, which were found to be satisfactory. The tests were run on the following photographs (ratio): X-70(B), X-90(B), and X-161(B).

The following photographs (ratio) were used for contouring:

Airport area.- X-40(A), X-71(A), X-72(A), X-84(A), X-85(A), X-86(A), X-87(A), X-88(A); X-89(A), X-90(A), X-91(A), X-92(A), X-101(A), X-102(A), X-103(A), X-104(A), X-105(A), X-106(A), X-107(A), X-108(A), X-108(B), X-109(A), X-110(A), X-111(A), X-112(A), X-156(A), X-159(A), X-160(A), X-160(B), X-161(A), X-162(A), X-163(A), X-164(A), J-4325, J-4326, J-4327, J-4329, J-4330, and J-4331.

Access road.- X-181(A), J-4274, J-4275, J-4276, J-4282, J-4372, J-4380, and J-4382.

6. Woodland cover.-- Inapplicable.
7. Shoreline and alongshore features.-- Inapplicable.
8. Offshore features.-- Inapplicable.
9. Landmarks and aids.-- There are no aeronautical aids in the area.
10. Boundaries, monuments, and lines.-- This phase of the work was handled independently by a separate unit in charge of Mr. John M. Neal.
11. Other control.-- Except for the location of boundary monuments no additional control was established. This phase of the work was done by the unit referred to under side heading 10.
12. Other interior features.-- All buildings, which had an appraisal value, were identified and classified. The official names of public buildings and churches were noted. Buildings under construction and excavations were noted as such. All roads and trails were classified. Route numbers and names were submitted with the geographic names data. Cemeteries, individual graves, and other interior features were identified and labeled..

13. Geographic names.- A special report on geographic names was not considered necessary because of the few names involved; in view of this, all the essential data and information were submitted on the following mosaics labeled:

- 1) Geographic Names Base Map of Airport Site
- 2) Geographic Names Base Map of Access Road

14. Special reports and supplemental data.- All records and field data on this project were submitted to the Washington Office.

6 of 6 volumes of traverse measurements and 13 of 13 volumes of observations of horizontal directions were submitted with reference to the third-order traverses run and discussed under sideheading 3.

Field inspection was accomplished on the following photographs (ratio):

Airport site.- X-40(C), X-50(C), X-51(C), X-52(C), X-57(C), X-69(C), X-71(C), X-73(C), X-75(C), X-84(C), X-86(A), X-86(C), X-88(A), X-88(C), X-90(C), X-92(C), X-103(C), X-104(C), X-106(C), X-107(B), X-108(C), X-109(B), X-110(C), X-112(C), X-156(C), X-159(C), X-161(C), X-163(B), X-163(C), and X-165(C).

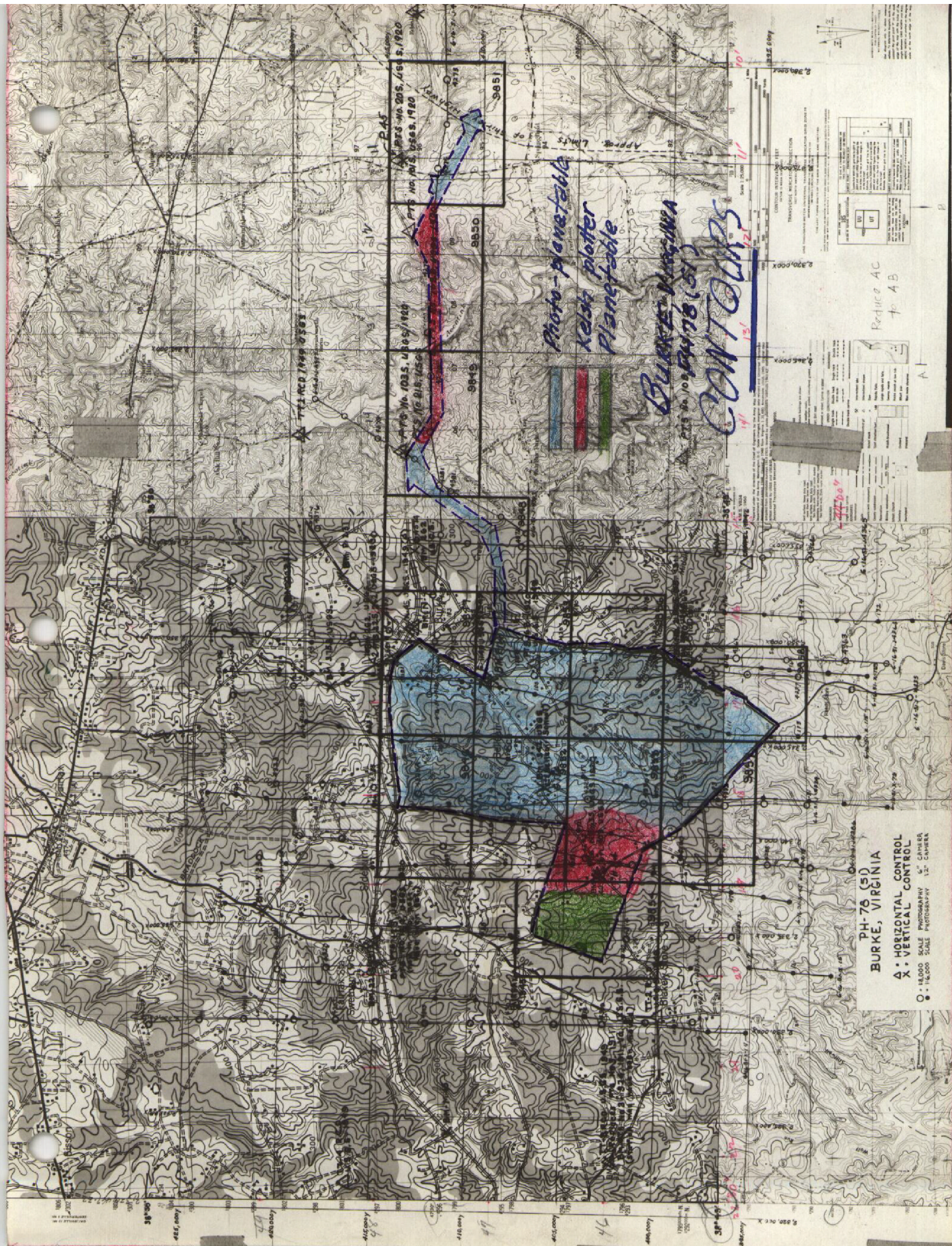
Access roads.- X-182(C), J-4274 to J-4278 incld., and J-4380.

Refer to control station identification cards for the photographs used in control identification. For list of photographs used in identifying vertical control and for plane-table contouring refer to sideheadings 4 and 5, respectively.

Respectfully submitted:

Charles Hanavich

Charles Hanavich
Survey and Cartographic Engineer

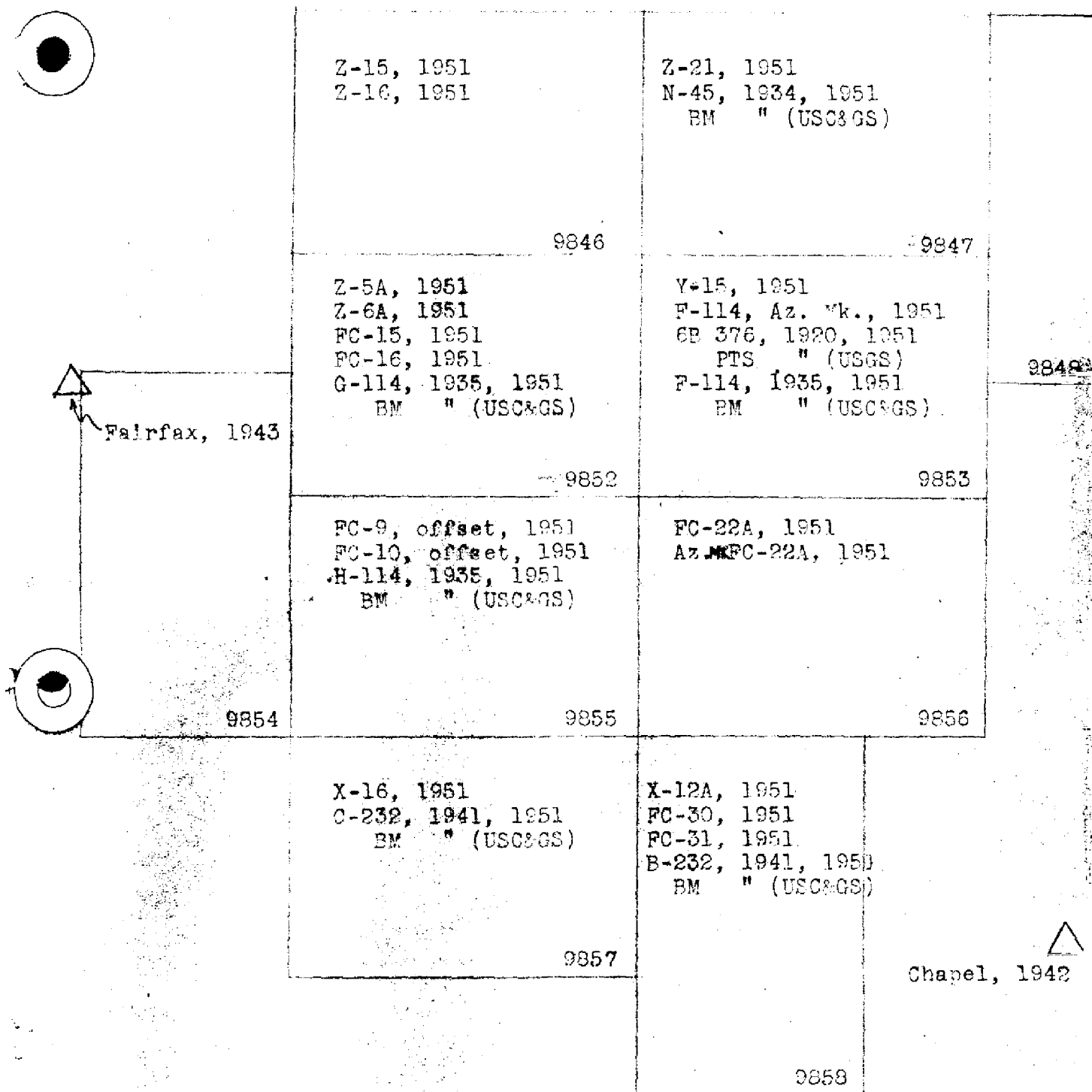


PH 78 (50)
BURKE, VIRGINIA
A - HORIZONTAL CONTROL
X - VERTICAL CONTROL
Q - 1:6000 SCALE PHOTOGRAPHY
C - 1:6000 SCALE PHOTOGRAPHY

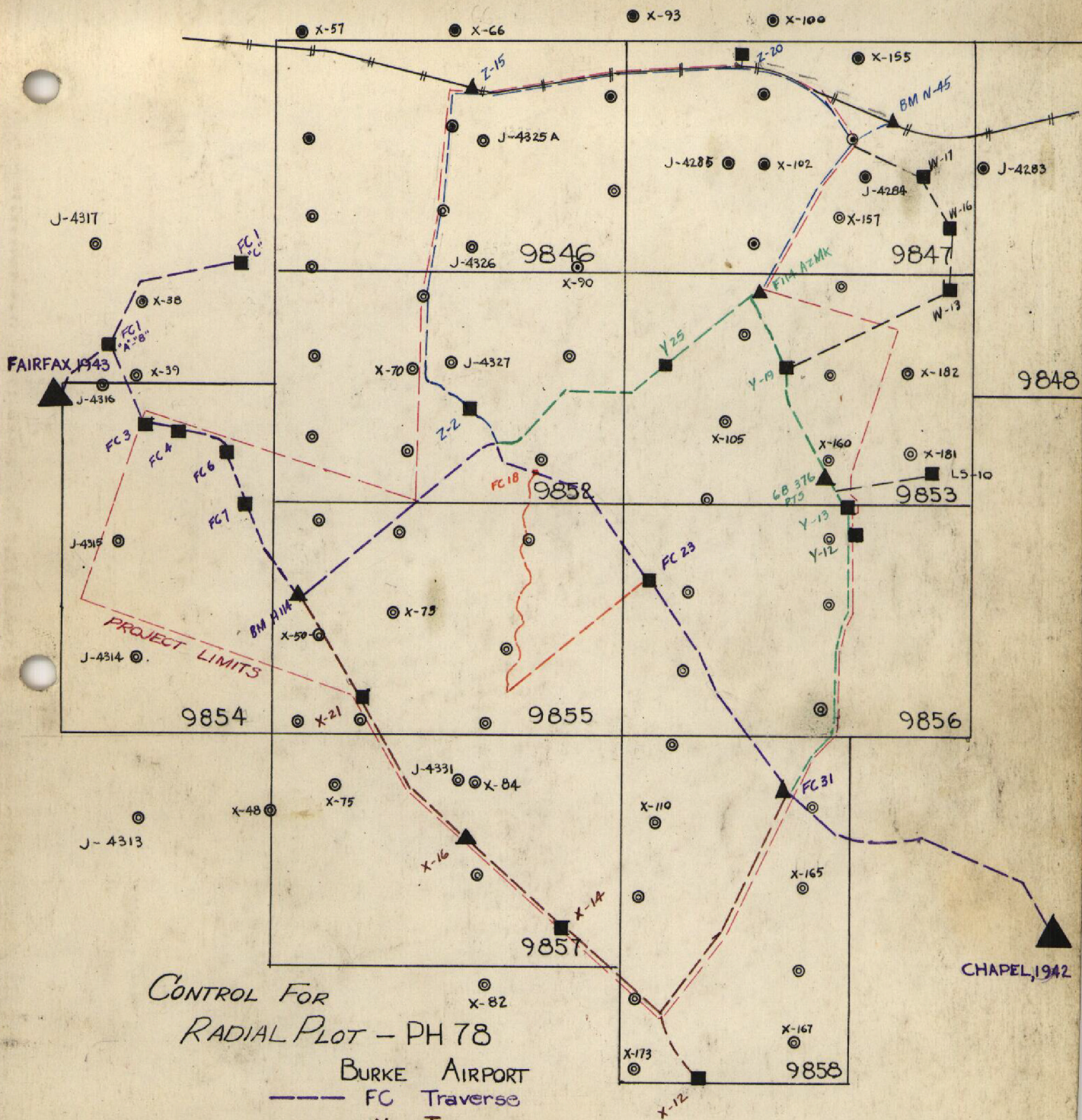
Photo-planetable
Xelat plotter
Planetable

BURKE, VIRGINIA
Contours

Reduce AC
to AB



Note: Only recoverable monumented stations
of 3rd order accuracy traverse are listed.



CONTROL FOR RADIAL PLOT - PH 78

BURKE AIRPORT

- FC Traverse
- X Traverse
- Y Traverse
- Z Traverse
- W Traverse

Planetable traverse

- ▲ Tie with main C & GS triangulation
- ▲ Field inspected monumented stations
- Field inspected temporary stations

1:8000 Scale photos
6" (6-16-51)
Ratio to 1:2400
J-4313 thru 4317,
J-4282 thru 4284
J-4325 A, 4326, 4327,
4331.

1:6000 Scale photos 12"
(6-16-51)
Ratio to 1:2400
X-38, 39; 48-57; 66-75;
82-93; 100-113; 155-167;
181, 182.

9847	21S, 1920, 1951 PTS " (USGS)	PI-51, 1951	PI-50, 1951 AR-13, 1951 AR-14, 1951	9351
		9849	9850	
9853				

Note: Only recoverable monumented stations of
2nd order accuracy traverse are listed.

Photogrammetric Plot Report:

21. Area covered:

This report covers the topographic maps within the proposed Burke Airport site, and the access route.

<u>Burke Airport</u>		<u>Access Route</u>
T-9846	T-9855	T-9848
T-9847	T-9856	T-9849
T-9852	T-9857	T-9850
T-9853	T-9858	T-9851
T-9854		

22. Method:

The radial line plot was accomplished in the usual manner with the base grids ruled on vinylite at 1000-foot intervals at 1:2400 scale. No polyconic projection was ruled and the base grids were carried over as manuscripts for compilation.

The "X" series photographs were flown at 1:6000 contact scale with a 12" camera and enlarged to 1:2400 scale.

The "J" series photographs were flown at 1:8000 contact scale with a 6" camera and enlarged to 1:2400 scale.

Field inspection and identification of horizontal control were furnished for transfer to the office prints. The photographs were prepared for radial plotting using the 4 mm. diameter floating circle technique for the stereoscopic transfer of both control and secondary pass points. Posi-type, low-shrinkage paper was used with the special paper distortion templet plate in the ratio printer. Vinylite templets were used with the aid of the paper distortion templet and all rays were adjusted as needed. The "X" series ratios had generally less paper distortion due to the lesser format of $22\frac{1}{2}$ inches square as compared with 30 inches for the "J" series.

Adequate traverse was run for control of the plot and 39 stations were field inspected and transferred to the office photographs (26 for Burke and 13 for the access route). The attached sheet indices show the traverse lines and the distribution of control. Although the Kelsh plotter was used to map partial areas in T-9849, T-9850, and T-9854 a continuous radial line plot was made for the entire area.

A satisfactory closure was made on all control, and the plot is considered strong. The intersections throughout the plot were drilled from the top through the several thicknesses with a number 80 twist drill with the aid of a small jig for holding the chuck in a vertical position. The points were circled with blue GPO ink on the back in the usual manner.

23. Adequacy of control:

The density of control desired was sketched on a mosaic of the area and submitted to the field for recovery. Where the radial plot subsequently showed weakness, additional control was requested on sheets T-9848, T-9852 and T-9854, and a satisfactory closure was accomplished with the additional recovery of sub. pt. hub FC4 and stations on the "W" line traverse near Burke.

24. Supplemental data:

None

25. Photography:

The photography for this plot was generally poorly flown as concerns side lap and the season the photography was authorized to be taken was not contributive toward good radial plotting. The high ratio factor to bring the prints to plotting scale resulted in image distortion on the perimeters, and the preparation for radial plotting in the side lap areas was particularly difficult. In addition a high percentage of deciduous tree coverage over the area made stereoscopic transfer of points mandatory and the shadows from large canopied trees made identification frustratingly difficult.

A recommendation is in order when issuing instructions for single lens photography to insist on approximately 50 percent side lap where the photographs are enlarged more than 2 diameters for radial plotting and subsequent compilation.

Tilts were computed for the "J" series photographs on T-9854 in an attempt to get a better plot solution. Rays were redrawn using the isocenter as the origin, but tilts were not so excessive as to improve the quality of intersections in this area.

26. Sketch and Form M-238812, Control stations:

Sketches showing the distribution and density of photographs and control used in the plot are attached to this report. Although the actual laydown of the plot was divided into (1) Burke proper, and (2) Access Route, the

plot is considered as one.

A summary sheet is also included as a part of this report wherein the disposition of all horizontal control is supplied that affects the area and is listed by manuscript numbers.

27. Accuracy of radial plot.

Property line surveys in progress during compilation of these sheets have necessitated further field surveys incidental to location of property corners. Photo points have been utilized in conjunction with this work and a check on the horizontal accuracy has been effected in several areas, namely T-9855, where a planetable traverse was run (sketch) and found to tie in decisively with the radial plot. Likewise, the areas of T-9849, T-9850, and T-9854 where the Kelsh plotter was used, the delineation of map details agreed in every instance.

Respectfully submitted:

Roscoe J. French

Roscoe J. French, Photogrammetrist

Approved:

L. C. Lande

L. C. Lande, Chief
Graphic Compilation Section

27 November 1951

Compilation Report
T-9846 thru T-9858

31. Delineation:

Graphic methods were used on all manuscripts supplemented by planetable and Kelsh plotter on T-9854, and by Kelsh plotter on T-9849, T-9850, and T-9855. Field inspection data was furnished for all features and detail is shown to scale as nearly as is possible. Additional detail points were cut in and transferred to the field photographs as needed to control the photo-planetable contours.

32. Control:

Horizontal control was established by transit traverse between Fairfax, 1943 and Chapel, 1942 on Burke proper and between this tie and a tie with the Pleasant-Ilda line in the Annandale area for the access route. A sketch is attached to this report showing the various traverse loops which controlled the radial line plot.

Vertical control was established by running levels along all roads in the area from existing USC&GS bench marks. Numerous check level points appear on the manuscripts as furnished by the field inspection party.

33. Supplemental data:

None.

34. Contours and Drainage:

Contours were by photo planetable except as shown on the T2 data sheet enclosed for T-9849, T-9850, T-9854, and T-9855. Drainage was taken directly from the field inspection photographs in areas where the foliage obscured the detail. The thick foliage in the forested areas made contouring difficult and the drainage pattern more generalized than usual. A portion of Possum Branch which was a common line between two properties was located by planetable traverse and hence shows more detail than drainage on other similar sites (T-9855).*

35. thru 37. Inapplicable

38. Control for Future Surveys:

Third order traverse was established to control the survey and is listed by sheet number in the radial plot report. Forms 525 were submitted for the recoverable

** That part of South Run on T-9855 north to the bridge was later surveyed by the same method during property survey work. RLF*

monumented traverse stations and Forms 585 for the recoverable bench marks. The bench marks were surveyed as part of the traverse and two USGS PTS' were included and a new position established for them. Computations on the project are filed in Photogrammetry files under Ph-78(51). The positions on all of the stations listed are unadjusted field positions.

A total of 29 traverse stations were established and identified.

39. Junctions:

Satisfactory junction was made between manuscripts, but no attempt was made to junction with smaller scale USGS quadrangles due to the large scale difference. A satisfactory junction was made with USC&GS survey T-9816 at 1:4,800 scale on the access route.

40. Horizontal and Vertical Accuracy:

No field check has been made other than traverse incident to property line surveys which show the survey to be within accuracy requirements.

The only vertical accuracy tests made were run on photographs when the contouring first started as a check on the quality of the work. They were considered adequate. Photographs tested were ratio prints X-70(B), X-90(b), and X-161(B).

Photo-planetable spot elevations were observed in the junctions between the Kelsh and planetable work for verification of the contours in those areas. All discrepancies were resolved and corrected.

41. Property surveys:

Considerable open traverse was used in controlling the property and acreage surveys. Recovered corners established by traverse are circled and labeled pipe, stake, stone, etc. No 524 cards were submitted for property corners. Twelve temporary photo-stations were used in connection with property surveys.

46. Comparison with existing maps:

Fairfax, Va.	1:25,000	AMS 1943
Fairfax, Va.	1:62,500	USGS 1915
Washington & vicinity	1:31,680	USGS 1949

47 and 49. Nautical charts and hydrography:

Inapplicable

48. Geographic Names List:

Copy attached

50. Runway grid:

A special runway reference grid was applied in pencil per CAA instructions at intervals of 500 feet. The orientation is shown on separate sheets attached to this report.

X and Y coordinates were furnished by CAA for the tie as shown on the manuscripts affected for the Burke site only.

T-9852:

Burke Road Va. No. 645
Pohick Road Va. No. 641
New Cut Road Va. No. 653
Belleair
Little Zion Baptist Church

T-9853:

Sawmill Road Va. No. 643
Keene Mill Road Va. No. 644
Five Forks
Burke Road Va. No. 645
Burke School
Hatchs Lake

T-9854:

Ox Road Va. No. 123
Va. No. 645
Sandy Run

T-9855:

Ox Road Va. No. 123
Burke Road Va. No. 645
Donovans Corner
South Run
Possum Branch
Pohick Road Va. No. 6⁴51

T-9856:

Pohick Road Va. No. 641
Keene Mill Road Va. No. 644
Peyton Branch
Sangster Branch
Wild Cherry Run
Sawmill Road Va. No. 643

T-9857:

Ox Road Va. No. 123
South Run
Va. No. 643

T-9858:

Sawmill Road Va. No. 643
Ox Road Va. No. 123
South Run
Lee Chapel
Pohick Road Va. No. 641

Names underlined in red
are approved. 11-28-51
L Heck

GEOGRAPHIC NAMES:

T-9846:

New Cut Road Va. No. 653
Southern Railway
Va. No. 651
Pohick Creek

T-9847:

Pohick Creek Va. No. 645
Burke Road
Southern Railway
Burke
Burke Post Office
Burke Volunteer Fire Department
Va. No. 652
Burke Methodist Church

T-9848:

Va. No. 652
Pohick Creek
Hatchs Lake
V.E.P. Co.
Southern Railway Va. No. 638
Rolling Road
Homewood Subdivision
Stewart Street, No. 833 (also 835 ?)
Herbert Street, No. 834
Hall Street, No. 841 (?) or 833 (?)
Boothe Street, No. 835

Discrepancy actually
exists in route sign
designation as of field
inspection of July-August,
1951.

T-9849:

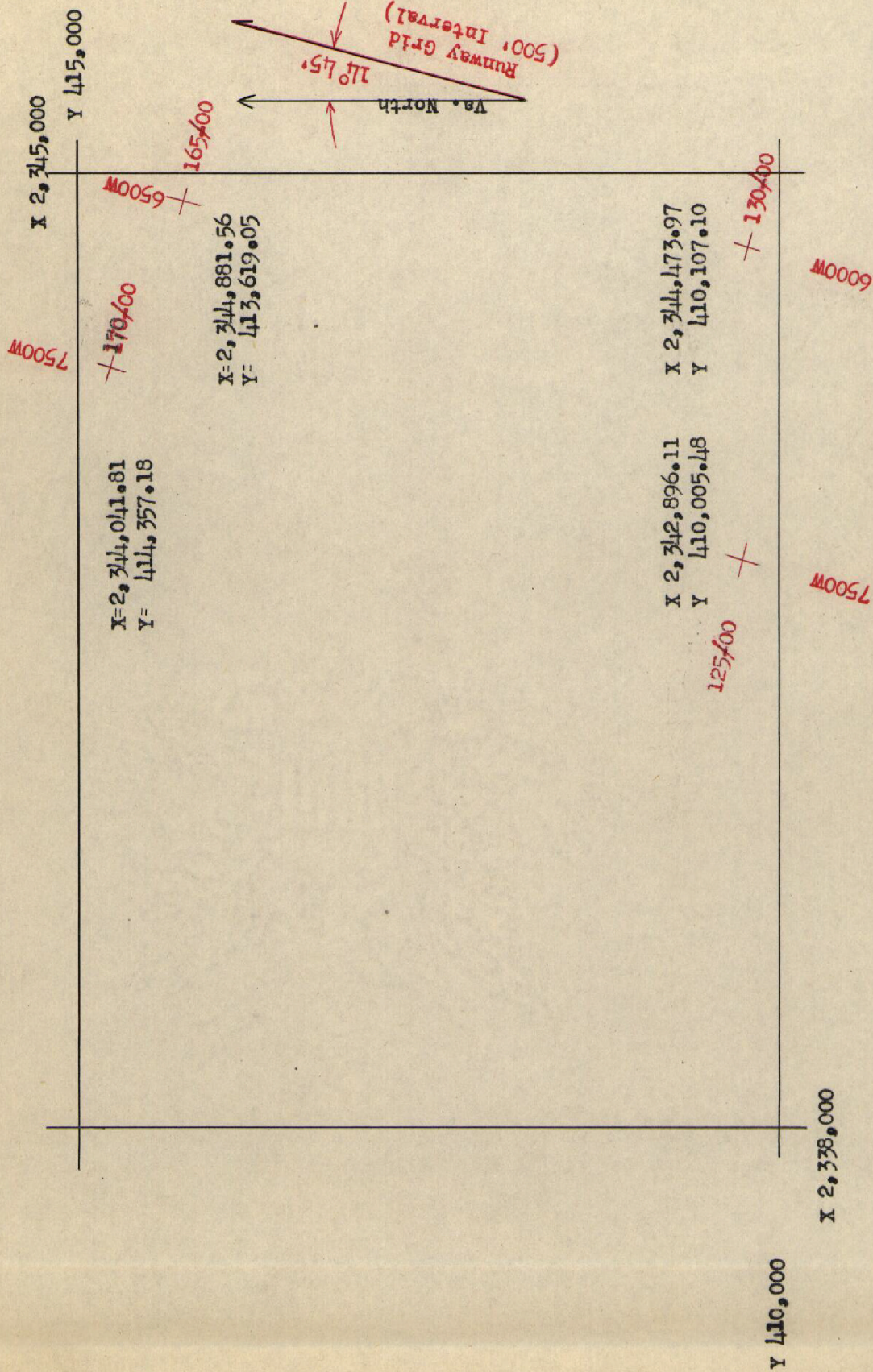
Southern Railway
Ravensworth Station
V.E.P. Co.
Va. No. 638

T-9850:

Southern Railway
Accotink Creek
Springfield Dam

T-9851:

Henry G. Shirley Memorial Highway Va. No. 350
Va. No. 617
Springfield Station
Southern Railway



GRID LAYOUT

T-9816

X 2,345,000

Y 415,000

X 2,345,008.86
Y 414,102.59

6500W

170400

X 2,351,294.66
Y 412,447.67

MO

+ 170400

X 2,345,084.79
Y 410,463.32

5500W

+ 135400

X 2,350,658.16
Y 410,030.07

+ 145400

MO

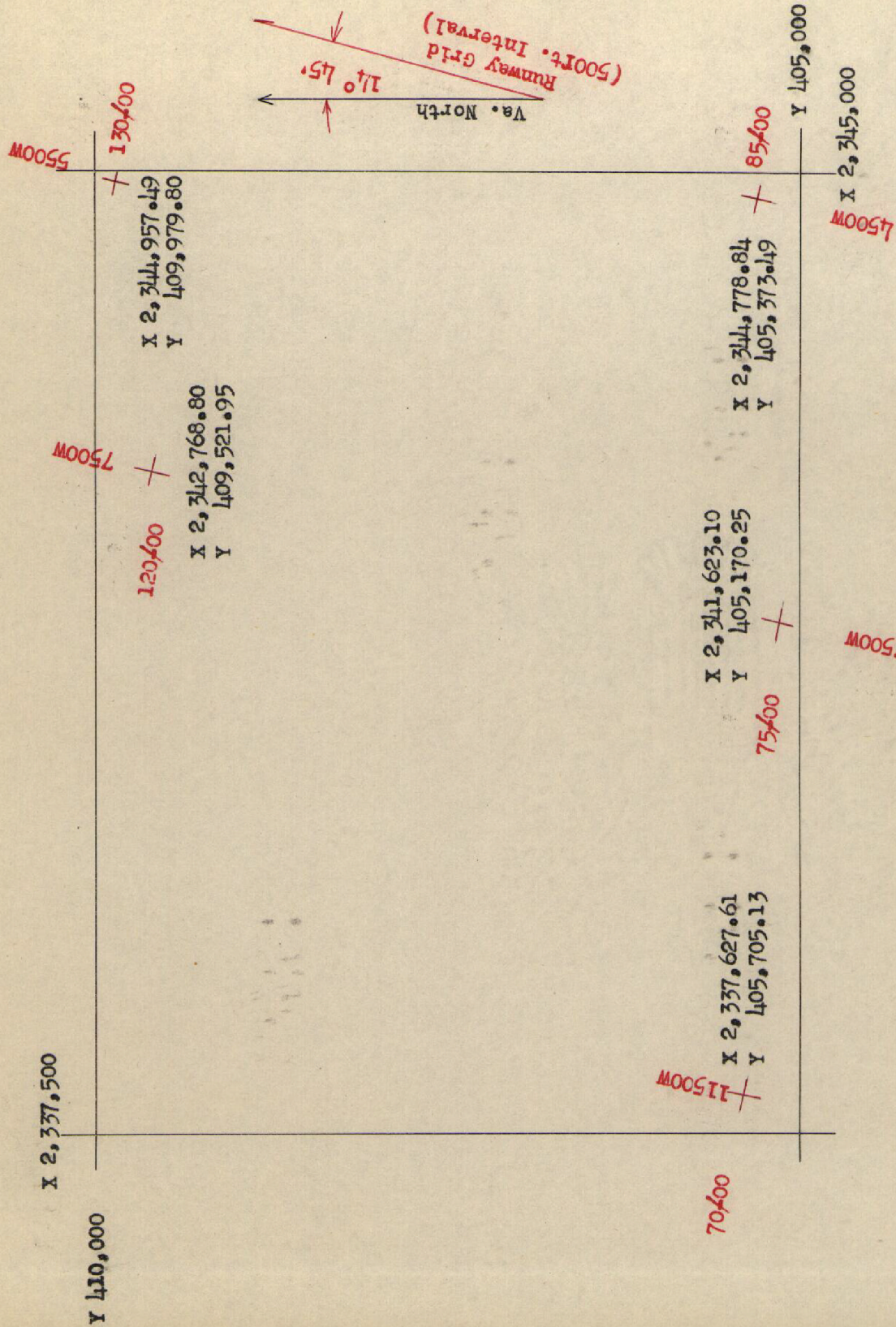
Y 410,000

X 2,353,000

Va. North
17° 45'
Runway Grid
(500' Interval)

GRID LAYOUT

T-9847



GRID LAYOUT

T-9852

X 2,345,000

5000M

Y 410,000

+130400

X 2,345,441.02
Y 409,852.50

MO

+140400

X 2,350,530.85
Y 409,546.54

85400

+4000M

X 2,345,262.36
Y 405,246.19

95400

X 2,349,385.15
Y 405,194.84

MO

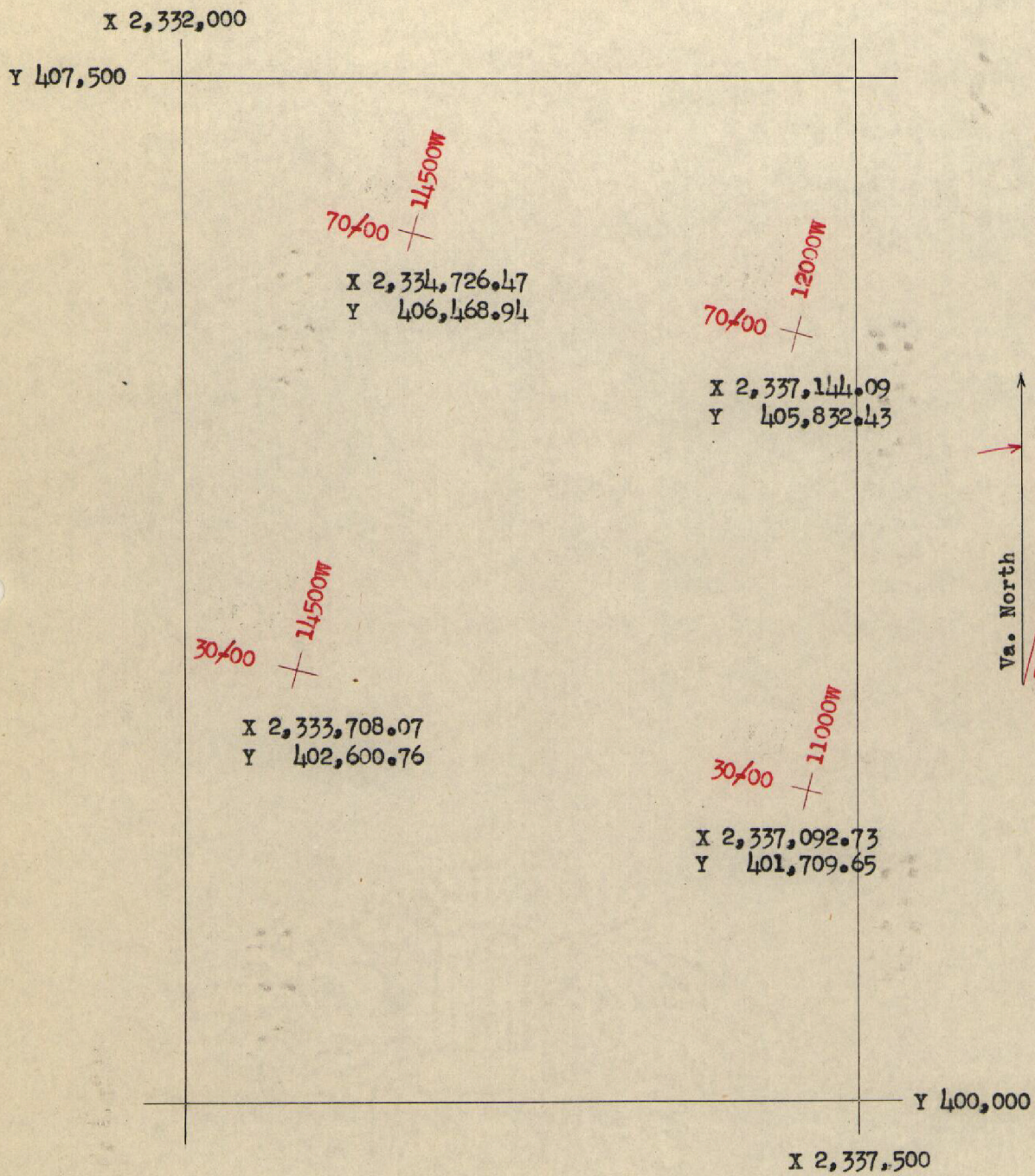
Y 405,000

X 2,352,000

Va. North
14° 45'
Runway North
(500' Interval)

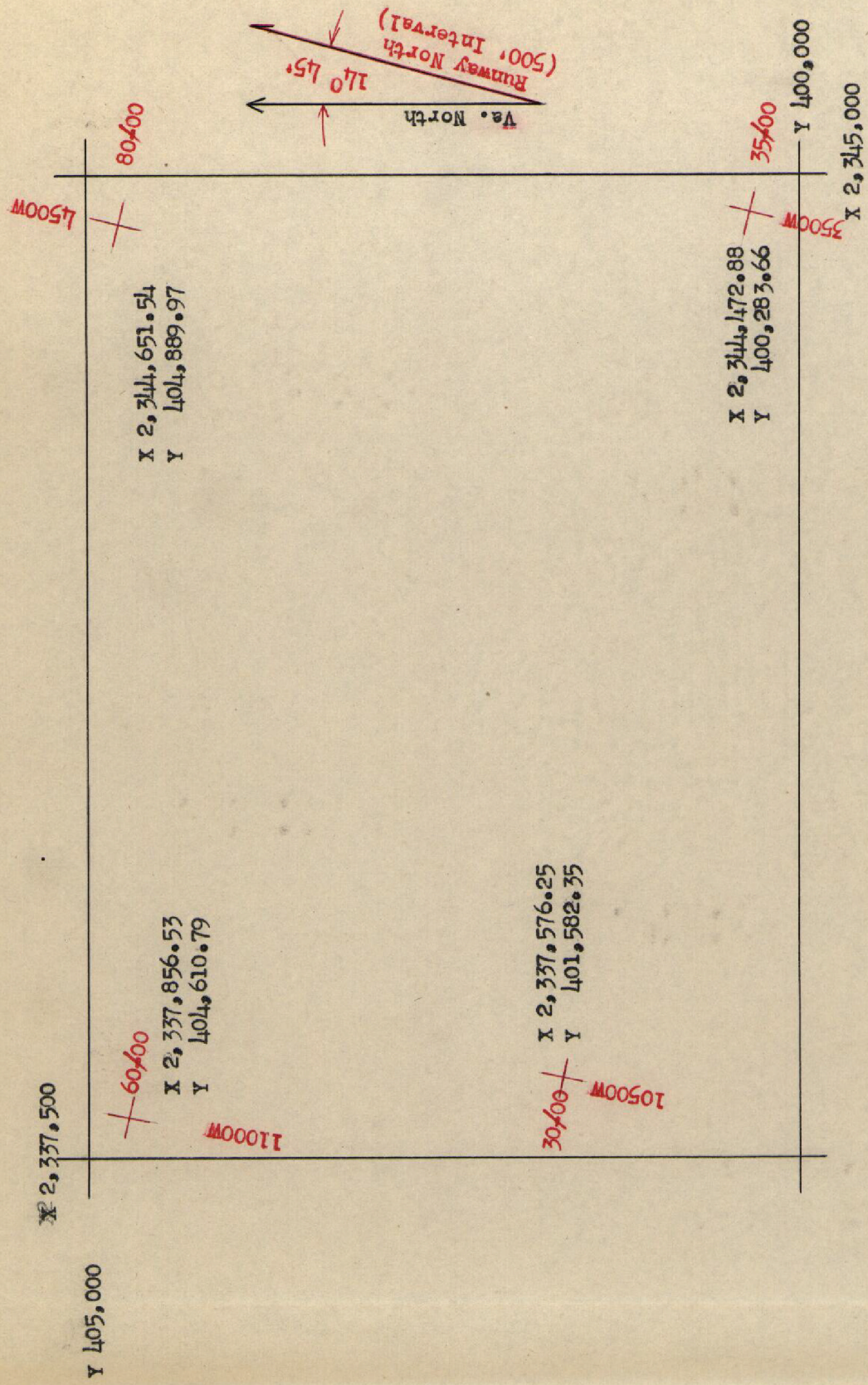
GRID LAYOUT

T - 9853



GRID LAYOUT

T-9854



GRID LAYOUT

T-9855

X 2,345,000

Y 405,000

+ 80'00
MO

X 2,345,135.06
Y 404,762.67

+ 90'00
MO

X 2,349,257.84
Y 404,711.31

+ 2500M
35'00

X 2,345,439.92
Y 400,029.05

+ 45'00
MO

X 2,348,112.14
Y 400,359.60

Y 400,000

X 2,352,500

Va. North
140'45"
Runway North
(500' Interval)

GRID LAYOUT

T-9856

Hand-drawn map showing a rectangular area with dimensions 7500m by 3000m. The map includes a grid with various points labeled with X and Y coordinates. A diagonal line labeled "Runway North (500' Interval)" is drawn across the top right. A scale bar at the bottom indicates 1 inch equals 1000 feet.

Map Dimensions and Orientation:

- Top Dimension: 7500m
- Right Dimension: 3000m
- Runway North (500' Interval) is shown as a diagonal line.
- Scale: 1" = 1000'

Coordinates and Points:

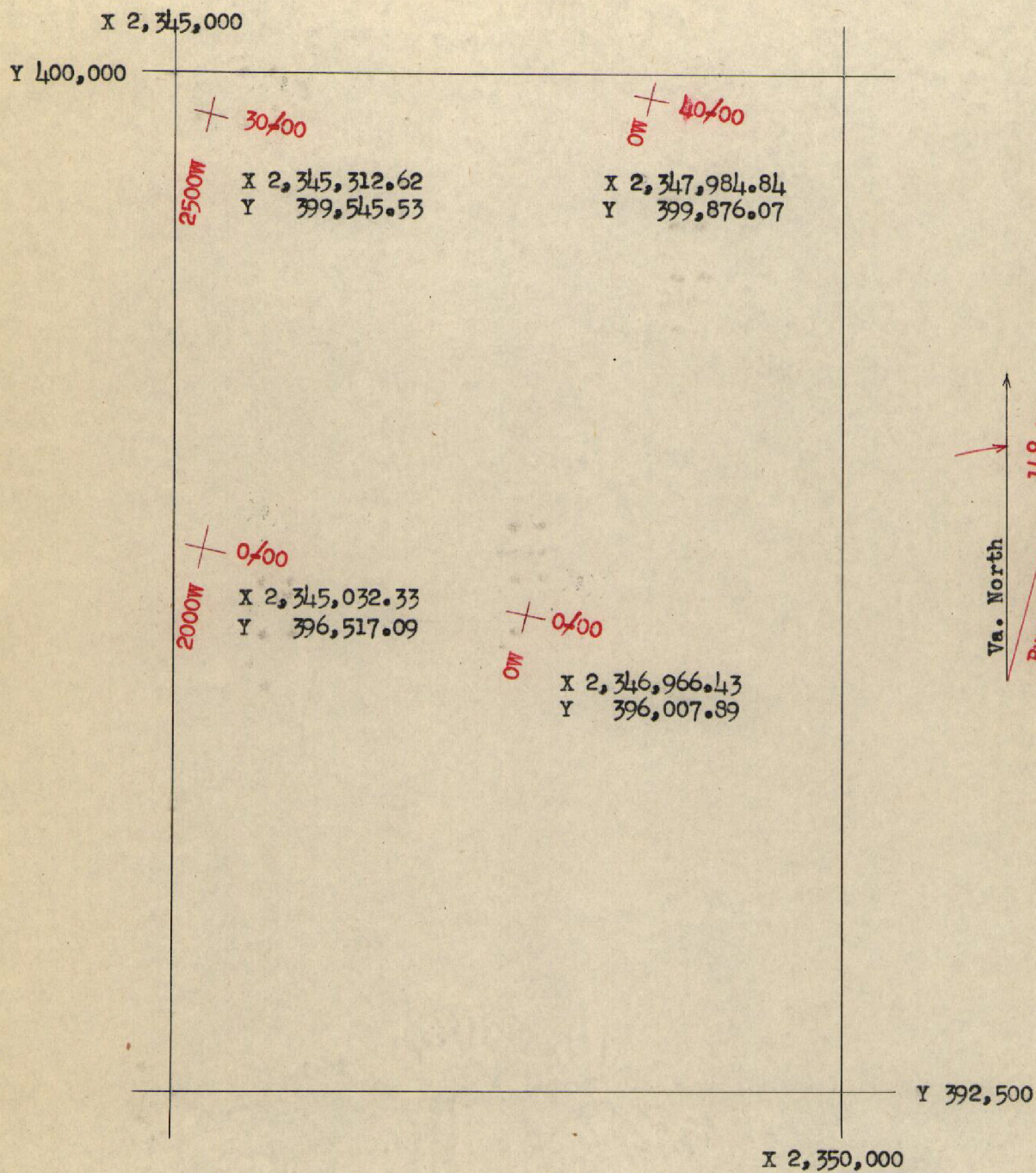
- Top Left Corner: X 2,337,500; Y 400,000
- Top Right Corner: X 2,345,000; Y 395,000
- Bottom Left Corner: X 2,340,222.78; Y 399,851.49
- Bottom Right Corner: X 2,344,548.81; Y 396,644.39
- Point 1 (Top Left): X 2,341,829.10; Y 399,672.83
- Point 2 (Top Right): X 2,339,713.58; Y 397,917.40

Other Labels:

- Top Left: 7500m
- Top Right: 3000m
- Runway North (500' Interval)
- Scale: 1" = 1000'

GRID LAYOUT

T-9857



GRID LAYOUT

T-9858

KEUFFEL & ESSER CO., N. Y. NO. 358-3L
8 x 8 to the inch, 8th lines heavy.
MADE IN U.S.A.
SUMMARY SHEET HORIZONTAL CONTROL
PH-78 BURKE VA.

STATION NAME	Type station	Photo	Recovery DATA Date	Method	Tolerance	Remarks
T-9846	Z-15, 1951 Monument	X-56	7-10-51	Sub. sta.	Held	
	Z-16, 1951 Monu	—	—	—	—	Form 525, 1951
T-9847	Z-20, 1951 Hub	X-93	7-11-51	Sub. sta.	—	
	Z-21, 1951 Monu	—	—	—	—	Form 525, 1951
	{N-45, 1934, 1951 (BM USC&GS) Monu	X-184	7-11-51	sub. sta.	Held	Vertical control
	W-16, 1951 Hub	X-182 C	9-28-51	sub. sta.	—	Form 685 6/51
	W-17, 1951 Hub	X-184 A	—	direct	Tangent	Poor Sub. pt.
T-9848	PI-62, 1951 Hub	J-4281	7-25-51	Sub. sta.	Held	—
	W-16-3-9, 1951 Hub	J-4383	10-4-51	Sub. sta.	Held	open traverse
T-9849	PI 60, 1951 Hub	J-4380	7-26-51	sub. sta. A & B	Held both	on same card
	{215, 1920, 1951 (PTS USC&GS) Monu	—	—	—	—	Form 525, 1951
T-9850	T-08-14, 1951 Described point	O-318 ratio	2-24-51	direct	Held	also T-9816
	T-08-13, 1951 " "	O-305 ratio	2-24-51	direct	Held	poor station
	T-08-12, 1951 " "	O-266 ratio	2-23-51	direct	Held	—
	PI 51, 1951 Monu	—	—	—	—	Form 525, 1951
T-9851	PI 47, 1951 Hub	J-4275	7-26-51	sub. sta. A & B	Held tangent	on same card
	T-08-3A, 1951 Described point	O-356	3-10-51	direct	Held tangent	poor image
	AR-13, 1951 Monu	J-4274	7-26-51	sub. sta.	Held	—
	AR-14, 1951 Monu	J-4274	7-26-51	sub. sta.	Held	—
	PI 50, 1951 Monu	—	—	—	—	Form 525, 1951
T-9852	Z-7, 1951 Hub	X-70	7/10/51	Sub. sta.	Held	
	Z-5A, 1951 Monu	—	—	—	—	Form 525, 1951
	Z-6A, 1951 Monu	—	—	—	—	" "
	FC 15, 1951 Monu	—	—	—	—	" "
	FC 16, 1951 Monu	—	—	—	—	" "
	G 14, 1935, 1951 Monu	—	—	—	—	BM (USC&GS)
T-9853	Y-13, 1951 Hub	X-160	7-10-51	Sub. sta.	Held	Strong
	Y-15, 1951 Monu	—	—	—	—	Form 525, 1951
	Y-19, 1951 Hub	X-159 C	9-25-51	Sub. sta.	Held	poor point
	Y-25, 1951 Hub	X-89	7-23-51	Sub. sta.	Held	—
	FI 14 A ZAK 1951 Monu	X-158	7-10-51	Sub. sta.	Held	—
	G 5376, 1920, 1951 Monu	X-157 C	9-25-51	Sub. sta.	Held	PTS (USGS)
	FI 14, 1935, 1951 Monu	—	—	—	—	BM (USC&GS)
	ZS-10, 1951 Hub	X-181 C	9/21/51	Sub. sta.	Held	open traverse
	W-13, 1951 Hub	X-182 C	9/23/51	Sub. sta.	Held	—
T-9854	FAIRFAX 1943 Main scheme USC&GS triangulation - Hills West of street - No pricking card.	—	—	—	—	—
	FC 1, 1951 Hub	X-38	7-12-51	A = Sub. sta.	Held	Tapped North
	FC 2, 1951 Hub	X-38	7-12-51	B = Trans. inter. sub. sta.	Held	1 of T-9854
	FC 3, 1951 Hub	X-38	7/12/51	C = Trans. inter. "	Held	—
	FC 4, 1951 Hub	O-234 contact	Feb 51	A = Sub. sta.	Tangent	indefinite point PH 70
	FC 5, 1951 Hub	X-40	8-17-51	Sub. sta.	Held	Weak
	FC 6, 1951 Hub	O-234 contact	7-3-51	A = Sub. sta.	Held	PH 70
	FC 7, 1951 Hub	X-52	7-2-51	B = Sub. sta.	Tangent	Weak station
	FC 8, 1951 Hub	O-233 contact	Feb 51	A = Sub. sta.	Held	Strong
	FC 9, 1951 Hub	X-51	7-2-51	B = Sub. sta.	Held	Weak
T-9855	X-21, 1951 Hub	O-231 contact	7-2-51	A = Sub. sta.	Tangent	Weak } some sta.
	H-11A, 1951 Monu	X-50	7-2-51	B = Sub. sta.	Tangent	Weak }
	FC 9 1/2, 1951 Monu	O-232 contact	Feb 51	A = Sub. sta.	Held	Strong BM (USC&GS)
	FC 10 1/2, 1951 Monu	X-51	7-2-51	B = Sub. sta.	Held	Strong
	FC 11, 1951 Monu	—	—	—	—	Form 525, 1951
T-9856	FC 22A, 1951 Monu	—	—	—	—	Form 525, 1951
	FC 22A, 1951 Monu	X-87	7-13-51	4th order	Position computed	Form 525, 1951
	FC 23, 1951 Hub	X-97	7-10-51	Sub. sta.	Held	Strong
	Y-13, 1951 Hub	X-160	7-16-51	Sub. sta.	Held	—
	Y-12, 1951 Hub	X-161	7-25-51	Sub. sta.	Held	—
T-9857	X-16, 1951 Monu	X-93	7-9-51	Sub. sta.	Held	Strong
	X-14, 1951 Hub	X-92	7-13-51	Sub. sta.	Held	Strong
	C 232, 1944, 1951 Monu	—	—	—	—	BM (USC&GS) 525
T-9858	FC 31, 1951 Monu	X-164	7-10-51	Sub. sta.	Held	Strong
	FC 30, 1951 Monu	—	—	—	—	Form 525, 1951
	X-12 1/2, 1951 Monu	—	—	—	—	—
	X-12, 1951 Hub	X-114	7-12-51	Sub. sta.	Held	Strong
	B 232, 1944, 1951 Monu	—	—	—	—	BM (USC&GS)
	CHAPPEL 1942 Main scheme USC&GS triangulation - Hills E of street - No pricking card.	—	—	—	—	—

Do not type.

(For reviewers' use)

Virginia State coordinate positions are available on all pricking cards of stations used in plot.

NAUTICAL CHARTS BRANCH

SURVEY NO. T-9846 thru T-9858

Record of Application to Charts

[illegible]

M-2168-1

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