

00031

00031

Form 504	
U. S. DEPARTMENT OF COMMERCE	
COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
Type of Survey	CHART TOPOGRAPHY
Field No.	PH-7001
Office No.	TP-00031
LOCALITY	
State	WASHINGTON
General locality	SNAKE RIVER
Locality	CENTRAL FERRY
1969-70	
CHIEF OF PARTY	
LIBRARY & ARCHIVES	
DATE	

DESCRIPTIVE REPORT - DATA RECORD

TYPE OF SURVEY

☒ ORIGINAL

SURVEY TP - 00031

☐ REVISED

JOB PH - 7001

PHOTOGRAMMETRIC OFFICE

Washington Science Center
Rockville, Maryland

OFFICER-IN-CHARGE

Richard H. Houlder

FOR REVISED SURVEY USE ONLY

ORIGINAL
SURVEY DATA:

JOB PH -

DATES:
19 TO 19

I. INSTRUCTIONS DATED

1. OFFICE

Chart specifications Sept. 10, 1969
Aerotriangulation Feb. 10, 1970
Compilation March 11, 1970

2. FIELD

Aug. 8, 1969
Oct. 6, 1969

II. DATUMS

1. HORIZONTAL:

☒ 1927 NORTH AMERICAN

OTHER (Specify)

2. VERTICAL:

☐ MEAN HIGH-WATER
☐ MEAN LOW-WATER
☐ MEAN LOWER LOW-WATER
☒ MEAN SEA LEVEL

OTHER (Specify)

Normal pool level 635 feet MSL

3. MAP PROJECTION

Mercator

4. GRID(S)

STATE

ZONE

Washington

South

5. SCALE

1:10,000

STATE

ZONE

III. HISTORY OF OFFICE OPERATIONS

OPERATIONS		NAME	DATE
1. AEROTRIANGULATION	BY	I.I. Saperstein	May, 1970
METHOD: Analytical	LANDMARKS AND AIDS BY		
2. CONTROL AND BRIDGE POINTS	PLOTTED BY	P.J. Dempsey	May, 1970
METHOD: Coradi	CHECKED BY		
3. STEREOSCOPIC INSTRUMENT	PLANIMETRY BY	J.C. Richter	June, 1970
COMPILATION	CHECKED BY		
INSTRUMENT: B-8	CONTOURS BY	J.C. Richter	June, 1970
SCALE: 1:10,000	CHECKED BY		
4. MANUSCRIPT DELINEATION	PLANIMETRY BY	J.C. Richter	June, 1970
	CHECKED BY		
METHOD: Inked	CONTOURS BY	J.C. Richter	June, 1970
	CHECKED BY		
SCALE:	HYDRO SUPPORT DATA BY		
	CHECKED BY		
5. OFFICE INSPECTION PRIOR TO FIELD EDIT	BY	J.P. Battley, Jr.	July, 1970
6. APPLICATION OF FIELD EDIT DATA	BY	J.C. Richter	Jan., 1971
	CHECKED BY		
7. COMPILATION SECTION REVIEW	BY	J.P. Battley, Jr.	Mar., 1971
8. FINAL REVIEW	BY	J.P. Battley, Jr.	Mar., 1971
9. DATA FORWARDED TO PHOTOGRAMMETRIC BRANCH	BY		
10. DATA EXAMINED IN PHOTOGRAMMETRIC BRANCH	BY		
11. MAP REGISTERED - COASTAL SURVEY SECTION	BY		

COMPILATION SOURCES

1. COMPILATION PHOTOGRAPHY

CAMERA(S) "L" 6" focal length		TYPES OF PHOTOGRAPHY LEGEND (C) COLOR (P) PANCHROMATIC (I) INFRARED		TIME REFERENCE	
TIDE STAGE REFERENCE <input type="checkbox"/> PREDICTED TIDES <input type="checkbox"/> REFERENCE STATION RECORDS <input type="checkbox"/> TIDE CONTROLLED PHOTOGRAPHY				ZONE MERIDIAN	<input type="checkbox"/> STANDARD <input type="checkbox"/> DAYLIGHT
NUMBER AND TYPE	DATE	TIME	SCALE	STAGE OF TIDE	
69-L(C)-1583 thru 1589	8-5-69	10:10	1:20,000	Inapplicable	
69-L(C)-1622 thru 1624	8-5-69	10:35	1:20,000	Inapplicable	
69-L(C)-1737 thru 1746	8-5-69	11:51	1:10,000	Inapplicable	
69-L(C)-1747 thru 1751	8-5-69	11:57	1:10,000	Inapplicable	
69-L(C)-1975 thru 1983	8-6-69	10:58	1:40,000	Inapplicable	
69-L(C)-1992 thru 2001	8-6-69	11:19	1:40,000	Inapplicable	
Corp of Engineer (P) W70-5-89 thru 104	4-16-70	13:36	1:12,000	Inapplicable	

REMARKS

2. SOURCE OF MEAN HIGH-WATER LINE:

Normal pool level 635 feet MSL located by office interpretation from color photography dated August, 1969.

3. SOURCE OF MEAN LOW-WATER OR MEAN LOWER LOW-WATER LINE:

Inapplicable

4. CONTEMPORARY HYDROGRAPHIC SURVEYS (List only those surveys that are sources for photogrammetric survey information.)

SURVEY NUMBER	DATE(S)	SURVEY COPY USED	SURVEY NUMBER	DATE(S)	SURVEY COPY USED

5. FINAL JUNCTIONS

NORTH TP-00030	EAST	SOUTH	WEST TP-00029
REMARKS			

HISTORY OF FIELD OPERATIONS

I. ☒ FIELD INSPECTION OPERATION☒ FIELD EDIT OPERATION

OPERATION	NAME	DATE
1. CHIEF OF FIELD PARTY	R.B. Melby	Nov., 1969
2. HORIZONTAL CONTROL	RECOVERED BY R.B. Melby, E. Pursel, Jr. ESTABLISHED BY PRE-MARKED OR IDENTIFIED BY R.B. Melby, E. Pursel, Jr.	July, 1969
3. VERTICAL CONTROL	RECOVERED BY ESTABLISHED BY R.B. Melby PRE-MARKED OR IDENTIFIED BY	Aug., 1969
4. LANDMARKS AND AIDS TO NAVIGATION	RECOVERED (Triangulation Stations) BY LOCATED (Field Methods) BY R.B. Melby IDENTIFIED BY	Aug-Sept 69
5. GEOGRAPHIC NAMES INVESTIGATION	TYPE OF INVESTIGATION <input checked="" type="checkbox"/> COMPLETE <input type="checkbox"/> SPECIFIC NAMES ONLY BY R. B. Melby <input type="checkbox"/> NO INVESTIGATION	March, 1970
6. PHOTO INSPECTION	CLARIFICATION OF DETAILS BY R.B. Melby	Aug., 1970
7. BOUNDARIES AND LIMITS	SURVEYED OR IDENTIFIED BY	

II. SOURCE DATA

1. HORIZONTAL CONTROL IDENTIFIED

2. VERTICAL CONTROL IDENTIFIED

PHOTO NUMBER	STATION NAME	PHOTO NUMBER	STATION DESIGNATION
69-L-1579	COX, 1946	69-L-1585 69-L-1586 69-L-1587 69-L-1589	VP-85 VP-86 VP-87 VP-89

3. PHOTO NUMBERS (Clarification of details)

4. LANDMARKS AND AIDS TO NAVIGATION IDENTIFIED

Corp of Engineers photographs

PHOTO NUMBER	OBJECT NAME	PHOTO NUMBER	OBJECT NAME
W70-5-90 W70-5-102 W70-5-101	Little Goose Reservoir Lt. 14 Little Goose Reservoir Lt. 17 Little Goose Reservoir Lt. 18		

5. GEOGRAPHIC NAMES: ☒ REPORT ☐ NONE6. BOUNDARY AND LIMITS: ☐ REPORT ☐ NONE

7. SUPPLEMENTAL MAPS AND PLANS Western Farmers Association, Grain Storage and Barge Loading Facilities, Port of Garfield Grain Storage and Barge Loading Facilities Corp of Engineers map area drawings, C. G. proposed aid site drawings

8. OTHER FIELD RECORDS (Sketch books, etc. DO NOT list data submitted to the Geodesy Division)

RECORD OF SURVEY USE

I. MANUSCRIPT COPIES

COMPILATION STAGES			DATE MANUSCRIPT FORWARDED	
DATA COMPILED	DATE	REMARKS	MARINE CHARTS	HYDRO SUPPORT
Shoreline, planimetry, Bathymetric contours, and contours	June, 1970.			

II. LANDMARKS AND AIDS TO NAVIGATION

1. REPORTS TO MARINE CHART DIVISION, NAUTICAL DATA BRANCH

NUMBER	CHART LETTER NUMBER ASSIGNED	DATE FORWARDED	REMARKS

2. ☐ REPORT TO MARINE CHART DIVISION, COAST PILOT BRANCH. DATE FORWARDED: _____3. ☐ REPORT TO AERONAUTICAL CHART DIVISION, AERONAUTICAL DATA SECTION. DATE FORWARDED: _____

III. FEDERAL RECORDS CENTER DATA

1. ☒ BRIDGING PHOTOGRAPHS; ☒ DUPLICATE BRIDGING REPORT; ☐ COMPUTER READOUTS.
2. ☒ CONTROL STATION IDENTIFICATION CARDS; ☒ FORM C&GS 567 SUBMITTED BY FIELD PARTIES.
3. ☐ SOURCE DATA (except for Geographic Names Report) AS LISTED IN SECTION II, ESSA FORM 76-36C.
ACCOUNT FOR EXCEPTIONS:
4. ☐ DATA TO FEDERAL RECORDS CENTER. DATE FORWARDED: _____

IV. SURVEY REVISION (This section shall be completed when a revised survey is registered.)

FIRST REVISION	SURVEY NUMBER TP - (2)	JOB NUMBER PH -	REMARKS
	DATE OF PHOTOGRAPHY	DATE OF FIELD EDIT	
SECOND REVISION	SURVEY NUMBER TP - (3)	JOB NUMBER PH -	REMARKS
	DATE OF PHOTOGRAPHY	DATE OF FIELD EDIT	
THIRD REVISION	SURVEY NUMBER TP - (4)	JOB NUMBER PH -	REMARKS
	DATE OF PHOTOGRAPHY	DATE OF FIELD EDIT	

Summary to Accompany Descriptive Reports
TP-00028 through TP-00035
PH-7001
March 1971

This project consists of eight chart topography manuscripts, covering the Little Goose Dam and Pool area on the Snake River, Washington. The manuscripts were compiled at a scale of 1:10,000 to provide the base for a new small craft route chart, (684-SC), scale 1:20,000.

The Little Goose Pool was formed by impounding the water behind Little Goose Dam east to Lower Granite Dam. PH-6804 (683-SC) junctions this project at the Little Goose Dam (TP-00027).

Field operations prior to bridging included the premarking of horizontal control, selecting, photo-identifying, and determining elevations of photogrammetric vertical control points, identifying and determining the elevation of features critical for charting and geographic names investigation. This was completed in November 1969.

Bridging of the entire Pool area was completed in May 1970, by the analytical aerotriangulation method. Two strips of 1:40,000 scale color photography were bridged, providing control for five strips of 1:20,000 scale color plates. Some of the pre-marked stations also appeared on the 1:20,000 scale compilation photography.

1:10,000 scale color was available to more accurately contour a few flat areas. Field vertical control points were located in some instances on this photography.

Compilation was accomplished in the Washington Office in May - June 1970. Compilation photography was the bridged 1:20,000 scale color taken August 5, 1969, prior to the flooding of the pool area. Project specifications at the start of compilation indicated a planned normal pool level for the area to be 638' above MSL, with a maximum level of 646.5'. B-8 instrument compilation soon revealed that this would result in the new railroad bed being underwater in several places. This was confirmed in consultation with the Corps of Engineers, Walla Walla District, and a revised normal pool level of 635' above MSL was established with a maximum level of 638 feet. (See

Field Edit Instructions, paragraph 6, dated July 28, 1970.) The river level for the area prior to flooding was approximately 540 feet above MSL in the vicinity of Little Goose Dam, to 610 feet in the vicinity of Lower Granite Dam. The area between the prescribed normal pool level and the prior river level was contoured on the B-8 stereoplotter at intervals compatible with required depth curves, (3', 6', 9', 12', 13', etc.), and were supplemented with spot elevations (soundings), to define shoals, gentle slopes and deep water. Rigid vertical and horizontal accuracy was maintained during compilation to comply with project requirements. Along with this bathymetry, the required chart compilation features were compiled above the 635' shoreline. This included the 700 foot contour for use by marine charts in correlating the compilation with existing maps and to indicate areas of change.

Field edit was completed in September 1970, and encompassed the verification and/or location of aids to navigation, the identification of landmarks, a facility survey and verification of compiled features.

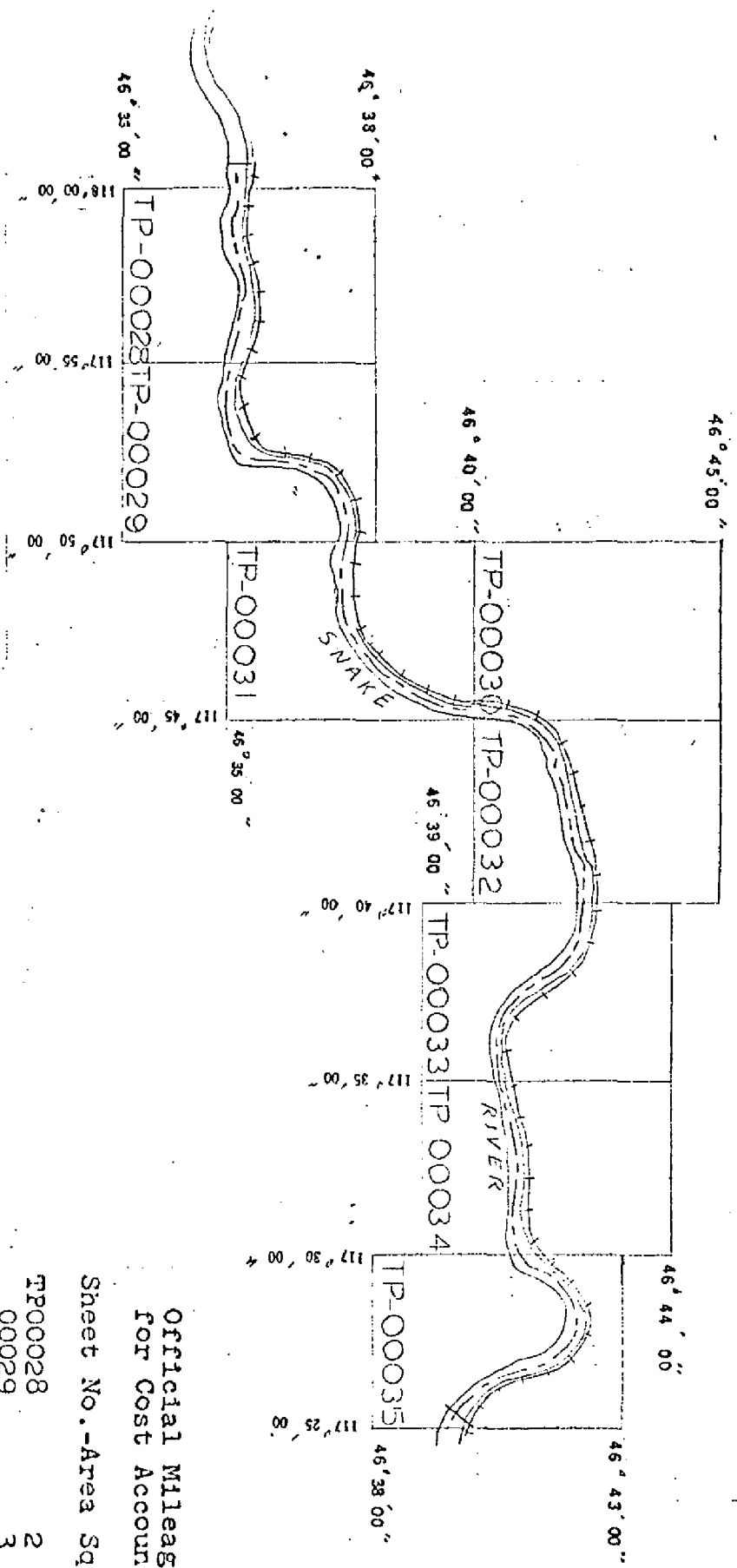
The application of field edit revisions and additions was completed in January 1971, for the entire project. 1:12,000 scale C of E panchromatic photography was submitted with field edit data. These photographs were taken after the pool area was filled, and were used to verify compilation and position flights. Final review was completed in March 1971.

1:20,000 scale reductions were supplied to the Marine Charts Division prior to final registration. The facilities located during field edit were coded to the Facilities Report on these copies, and the report submitted with the reductions. Areas where the originally compiled contours, (Hydrography), are suspect due to new construction were pin-pointed for Marine Charts disposition. (See the Review Reports).

A Registration Manuscript Copy of the maps will be registered in the Bureau Archives under their respective TP numbers.

Submitted by:

Jeter P. Battley, Jr.



JOB PH-7001

Snake River

Little Goose Pool

Washington

CHART TOPOGRAPHY

SCALE 1:10000

Official Mileage
for Cost Accounts

Sheet No.-Area Sq.Mi.

TP00028	2
00029	3
00030	3
00031	1
00032	2
00033	2
00034	3
00035	3
Total	18

FIELD INSPECTION REPORT

Project PH-7001

Little Goose Pool, Snake River, Washington

September - November 1969

2. Areal Field Inspection:

The project area is a section of the Snake River that will be impounded by the Little Goose Dam, forming a navigable pool and the lands adjacent to the pool.

The river passes through a generally steep, rocky gorge with numerous basaltic bluffs. The tops of the bluffs give way to open, rolling prairies which in a large part are cultivated, dry land grain fields.

The area is sparsely populated, except for an occasional railroad station or farmhouse.

The area is traversed by a line of the Camas Prairie Railroad, along the north shore of the river. The old Central Ferry highway bridge is being replaced by a newer and higher span.

3. Horizontal Control

Horizontal control requirements consisted of paneling of preselected triangulation stations. The panels were the conventional, white, opaque, polyethylene material, cut to conform to the specifications for the pre-marking of control stations. All of the stations paneled were bureau triangulation stations. At the request of several of the property owners the panels were removed after the completion of the aerial photography. All of the panels were still in place and in good condition when the field personnel revisited each station site to remove the paneling material. It was not necessary to establish any additional horizontal control.

Form 152, Control Station Identification cards were submitted for each station paneled. All of the paneled stations were in open areas and no difficulty should be encountered due to trees or shadows caused by bluffs.

4. Vertical Control

Vertical control consisted of the determination by the usual field methods of the elevations of preselected, photogrammetric, vertical control points. These points are indicated on the field photographs with the prefix "VP" and numbering system, coinciding with the last two digits of the aerial photograph number, with a sketch of the feature on the reverse side of the photographs.

Critical elevation features, such as rocks, boulders, hilltops, etc., that are found in the range of 510 to 548 feet above mean sea level in the proposed pool area were identified on the field photography and their elevations were determined by field methods. In some instances, the field elevations of suspected critical elevation features did not fall within the critical range. Nevertheless they were photo-identified and their elevations inked on the photography.

The critical elevation features were indicated on the field photography with the prefix "C.E.P.-" a sequential number, field determined elevation and a brief description.

Several supplemental elevations were determined in preselected areas that are generally flat or with a gentle gradient at or near the proposed high water line. These supplemental elevations were designated on the field photographs with the "X.V.P.-" prefix, a sequential number, a field elevation, and a sketch on the reverse side of their respective photograph.

All leveling was based on bench marks established by the Coast & Geodetic Survey, Corps of Engineers, and the U. S. Geological Survey. The elevations of all bench marks used as the basic control, has been previously established by differential, spirit leveling by the respective agencies.

5. Contours and Drainage

Contours only applicable to the compilation of depth curves for underwater topography, based on the field determination of preselected photogrammetric vertical control points.

7. Alongshore Features

The project instructions did not require field inspection, although four overhead power transmission line crossings have been indicated on the field photography.

13. Geographic Names

Geographic names are the subject of a separate report. As of this date (November 1969), the field investigation of geographic names had not been completed, so the report will be submitted at a later date.

14. Special Reports

The method of leveling used by the field party was the conventional trigonometric leveling with the Wild TIA theodolite and a stadia rod with a rod bubble to insure the verticality of the rod. The U. S. Geological Survey "Stadia Tables for Obtaining Differences in Elevations 9-1163" was used to compute the trigonometric differences in elevations.

In the more remote areas where the usual trigonometric leveling would be laborious and slow, the distance was determined by Electronic Distance Measuring Instruments (Electro chains) and observing reciprocal vertical angle observations between the points as well as to a nearby eccentric or auxilliary point to afford an elevation check.

The major difficulty encountered in the field was access to working grounds. There were few roads and this combined with the usual clearing of the pool area of obstructions and cultural features posed some hindrance to field operations.

Respectfully submitted,

Robert B. Melby

Robert B. Melby
Chief, PMC Photo Party

11/25/69

Photogrammetric Plot Report
Job PH-7001
Snake River, Little Goose Pool
Washington

June 1970

21. Area Covered

This report covers the area of Little Goose Dam and Pool on the Snake River, consisting of eight (8) 1:10,000 scale sheets, TP-00028 through TP-00035.

22. Method

Seven (7) strips of photography were bridged using analytical aerotriangulation methods. Strips 1 and 2 at a scale of 1:40,000 were bridged and used to control the entire project. Strips 3, 4, 6, 8 and 9 (1:20,000 scale color photography) were bridged using control located from Strips 1 and 2. Compilation points were dropped on Strips 4A and 5 from Strips 4 and 6 to control the models both horizontally and vertically. The 1:20,000 scale photography is to be used for compilation. The attached sketch of the strips bridged shows the placement and closure of triangulation used in the final strip adjustments. All bridge points are on Washington South Zone plane coordinates and converted to Mercator values.

23. Adequacy of Control

All horizontal control was premarked and was adequate to control the 1:40,000 scale bridges. Some of the pre-marked control also appeared on the 1:20,000 scale photography. The field party furnished elevations to vertically control each strip of 1:20,000 photographs and proved adequate.

-2-


24. Photography

The definition and quality of the RC-8 "L" camera photography were good. No difficulty was encountered in the bridging of any strip.

Respectfully submitted,


I. I. Saperstein

Approved and forwarded,


Henry P. Eichert
Chief, Aerotriangulation
Section

COMPILATION REPORT
TP-00031

31. Delineation

Color photograph scale 1:20,000, dated August 1969, were bridged and used for delineation. The normal pool level is compiled at 635 ft. MSL. This manuscript will have many changes after field inspection and from the new photography to be taken due to the large amount of construction still not completed, and some that has not been started. New roads, marinas, railroad not graded, etc. If new photography is flown, additional models will have to be compiled to complete the manuscript. A cronaflex copy and ozalid copies were ordered for this manuscript for field edit use. After field edit is applied, $\frac{1}{2}$ reductions will be made for chart compilation at 1:20,000 scale.

32. Control

All horizontal control was premarked and adequate in density and placement. Vertical control was of prime importance for this project, as the area contoured is to be used for bathymetry (depth curves, etc.). Excellent vertical accuracy was achieved in the bridge from numerous field identified vertical points. (See Photogrammetric Plot Report with TP-00028.)

33. Supplemental Data

Corps of Engineer photographs, scale 1:12,000, taken April 1970, after the pool was filled, were used for comparison. New marinas and roads and a few changes were noted that will be corrected after field edit.

34. Contours and Drainage

Color photography at 1:20,000 scale was bridged by analytic method, and used in the B-8 stereoplotter for contouring. This photography, taken in August 1969, before the pool area was flooded, is of good quality, and contours within the required accuracy were obtained. Contours were drawn at prescribed intervals from the old river shoreline to 635 feet MSL (new shoreline). A few areas will have to be recompiled

from new photography because the railroad is not graded, and also of new roads to be built.

Drainage -- no comment.

35. Shoreline and Alongshore Detail

The shoreline was delineated from color photography of August 1969, and compared with the Corps of Engineer photographs dated April 1970, scale 1:12,000, after the pool was filled. A new marina is being built at approximately Lat. 46° 38', Long. 117° 49', another boat launching area at approximately 46° 37', 117° 47' 30", and will be compiled correctly from field edit or new photography.

36.. Offshore Detail

No comment

37. Landmarks and Aids

U.S. Coast Guard civil engineering blueprints were furnished for location of Aids to Navigation, but at time of compilation, no aids could be located, and will be located by field edit or later photography. Landmarks to be located by field edit.

38. Control for Future Surveys

None

39. Junctions

To the north with TP-00030, and to the west with TP-00029.

40. Horizontal and Vertical Accuracy

Refer to paragraph No. 23 of Photogrammetric Plot Report and paragraph No. 32 of this report.

41. through 45.

Inapplicable

46. Comparison with Existing Maps

Comparison has been made with U.S.G.S. Quadrangle, Hay, Washington, Edition 1952, scale 1:62,500, contour interval 40 feet. Compilation instructions state that all detail and

the 700 foot contour that have changed above the 635 foot pool level should tie into the existing quadrangle. A new road will be built on the north side of Deadman Creek, and also at approximately Lat. $46^{\circ} 39'$, Long. $117^{\circ} 46'$. These areas will have to be compiled from new photography. Also, the area along the railroad that had not been graded when manuscript was compiled.

47. Comparison with Nautical Charts

No chart exists in this area. This is a new chart compilation for chart No. 684-SC.


48. Geographic Names List

Camas Prairie R R
Central Ferry
Central Ferry (R.R. Siding)
Deadman Creek
Ferry River Road
Hasting Hill Road
Meadow Creek
Snake River
State 5 (Highway)
U.S. 293 (Highway)

Respectfully submitted:


John C. Richter

Approved and forwarded:


K. N. Maki, Chief
Compilation Section

May 6, 1971

GEOGRAPHIC NAMES

FINAL NAME SHEET

PH-7001 (Washington)

TP-00031

Camas Prairie Railroad

Central Ferry (town)

Central Ferry (Railroad siding)

Deadman Creek

Deadman Road

Ferry River Road

Hasting Hill Road

Meadow Creek


Port of Garfield

Snake River

State 3 (highway)

U.S. 295 (highway)

Approved by:



A. Joseph Wraight
Chief Geographer

Prepared by:



Frank W. Pickett
Cartographic Technician

FIELD EDIT REPORT
CHART TOPOGRAPHY
LITTLE GOOSE POOL, SNAKE RIVER, WASHINGTON
August-September 1970
Map Manuscripts TP-00027 through TP-00035

This report covers the portion of the Snake River impounded by the Little Goose Dam and entirely within the State of Washington.

The entire shoreline was inspected by small boat. The shoreline and alongside features were compared with the field edit copies of the map manuscripts (discrepancy prints) and/or the Corps of Engineers, field, contact photographs.

The field edit copies (discrepancy prints) of the map manuscripts were used as the index for the field corrections and cross-referenced to the field photography.

Adequacy of Compilation:

The extent and accuracy of the maps appear to be reasonably complete.

As the river passes through a definite gorge, cliffs and bluffs are in evidence throughout the project area.

There are so few buildings along the shoreline, that nearly every shoreline cultural feature is of landmark value. Two small communities are found along the north shore of the river, Central Ferry and Almota. They are the residences of railroad maintenance personnel and grain storage and barge loading facilities.

Several recreation areas are found along the shoreline and are in various stages of development. Usually they consist of a parking area, surfaced small boat launching ramp and comfort facilities.

The entire north shore at the river is traversed by a line of Camas Prairie Railroad. At Central Ferry a state highway crosses the river and except for a few secondary roads that terminate at the river's edge, there is limited access to the river.

All fixed aids to navigation were field checked and photo identified on the Corps of Engineer photography when possible. Aids that did not appear on the photography were located by sextant/theodolite fix or from the Corps of Engineers ground survey control. Only the bases of the towers of the fixed aids were in place at the time of the photo-field edit. The lighting mechanism and batteries were installed prior to the leaving of the field area by the field edit personnel.

All aids to navigation are listed on a field copy of form 567.

All landmarks were investigated and listed on a field copy of form 567.

Purple ink was used to indicate corrections on the discrepancy prints.
Green ink was used to indicate deletions.

Rocks and shoals were investigated and the elevations of the tops of these features were determined by the field editor. Certain "humps" or "mounds" were compiled and contoured. The Corps of Engineers, Walla Walla District, stated all of the stockpiles of sand/gravel, etc., were removed to the normal ground elevation. If any of these areas still remain in doubt, it is suggested the Corps of Engineers, Walla Walla District be contacted as they probably have photography and/or contoured map sections of the areas in question prior to the flooding by the dam. This special photography was used to determine the progress and the amount of clearing performed by the clearing contractors.

Information pertinent to each manuscript will be discussed under each listed manuscript number.

TP-00027

Several "humps" of crushed rocks were reported to have been moved prior to the flooding by the Corps of Engineers. The airstrip east of the Little Goose Dam is still in operation. It was reported to have been constructed for use by the Corps of Engineers and construction contractors. It is unattended as of this date. The water tank located about 700 feet south of the west end of the airstrip has been removed. A surfaced boat ramp is found in the vicinity of the airstrip.

TP-00028

Two aids to navigation were located on this sheet.

TP-00029

Shoreline changes are reflected on Corps of Engineers photograph W70-5-76, in the vicinity of Light 5, also on photograph W70-5-82 about 3000 feet east of Light 8. The railroad relocation appears on the Corps of Engineers photography. The minutes of latitude along the west edge of the sheet are 10 minutes in error.

TP-00030

A feature compiled as a tower was deleted as the structure was of a temporary nature. The railroad has been relocated and construction is complete.

TP-00031

Near the west edge of the sheet are found several rectangular features that were former stockpiles of crushed rock, gravel, etc. The Corps of Engineers reported these stockpiles were removed prior to flooding. A public facility is found on photo W70-5-90. This feature is still under construction, but the ramp boat basin and comfort facilities have been completed. A new fixed span highway bridge has been constructed over the Snake River at Central Ferry. The old bridge located parallel to and along the downstream side of the new bridge was demolished in place and the steel structure was dumped into the river between the blown piers. See reports of demolition of the bridge by Corps of Engineers and U. S. Coast Guard with attached drawings, showing the elevations of the old piers and sunken steel bridge sections.

Two new grain storage and barge loading facilities are found on this sheet. Construction of these two facilities had commenced at the date of photography. Plot plans, ground survey and photo locations can aid in the location of the two facilities. Overhead Power Line clearances are submitted in the form of Corps of Engineers permits.

TP-00032

Shoreline changes are reflected on the Corps of Engineers photography. Specific photo numbers are referenced on the discrepancy print. The railroad has been relocated and it is presently in service. A surfaced boat launching ramp is found at the mouth of Penawawa Creek. All aids to navigation were photo-identified.

TP-00033

Shoreline changes have been indicated on the Corps of Engineers photography. Aids to navigation have been photo-identified. The railroad relocation and construction have been completed.

TP-00034

The two possible shoal areas have been reported by the Corps of Engineers, Walla Walla District, to have been graded to an elevation of 617 feet. See referenced Corps of Engineers drawings on Reservoir clearing. Shoreline changes have been indicated on the Corps of Engineers photography.

TP-00035

At the west edge of the sheet, a shoal area was reported to have been graded to an elevation of 617 feet by the Corps of Engineers, Walla Walla District. See U.S. E. Reservoir clearing drawing. At Almota, a new grain storage and barge loading facility has been constructed. See

TP-00035 (Continued)

referenced photograph for location of the facility and other changes in the area. The boulder jetties protecting Boyer Marina have been constructed. The positions of Boyer Lower Range and Boyer Upper Range were determined by ground survey methods from existing Corps of Engineers horizontal control. The positions should be considered of third order accuracy or less. The airstrip is in operation, but unattended. Its use is mainly for the use of Corps of Engineers and construction personnel. At present the airstrip is scheduled to remain in operation after the completion of Lower Granite Dam and become part of an recreational complex in the area of Boyer Marina. Construction has resumed on the Lower Granite Dam and frequent shoreline and cultural changes will be evident in its vicinity.

Respectfully submitted,

Robt. B. Melby

Robert B. Melby
Chief, Field Party, PMC

Review Report TP-00031
Chart Topography
April 1971

61 General Statement

(See Summary in preface.) Upon receipt of field edit data, glass diapositives were made of the Corps of Engineers photography. These plates were set in the B-8 Stereoplotter, and the new roads and railroad, under construction during original compilation, were completed. Some contour changes due to grading above the shoreline were also made.

The Pomeray Grain Growers Facilities and The Western Farmers Association Grain Storage and Barge Loading Facilities were reduced on the pantograph from plans submitted by the field editor and added to the manuscript. Hydro around these facilities, as compiled from photography taken prior to this construction, is subject to error, and should be resurveyed. The plans supplied will be submitted to the Marine Chart Branch along with our reductions.

A new road (Deadman Creek Road) was added after the original compilation. This road was delineated from the C of E photography on to the final manuscript. The contours closely paralleling this road, representing the shoreline and depth curves, are probably unreliable due to the grading required for the road.

Because of the problems stated above, and numerous more throughout the project, it is strongly recommended that the photography flown prior to the flooding of a pool area not be flown until one or two weeks prior to flooding, if at all possible. For this project, the photography was flown in August 1969, and the area was not flooded until the spring of 1970. It is obvious that any grading, or new construction along the shoreline accomplished during those nine months, has resulted in questionable charting accuracy for the areas surrounding any construction. The new construction for this project area includes loading facilities, marinas and boat ramps. An investigation and up-dating of hydrography for these areas is now a necessity.

62. Comparison With Registered Topographic Surveys

None

63. Comparison With Maps of Other Agencies

Comparison was made with U.S.G.S. Quadrangle, Hay, Washington, 1952 Edition, scale 1:62,500, contour interval 40 feet. Corps of Engineer drawings LGG 1-0-9/16 to LGG 1-0-9/29, scale 1:8333, dated 1957, 10 foot contour interval, was compared for accuracy of contouring.

64. Comparison With Contemporary Hydrographic Surveys

None

65. Comparison With Nautical Charts

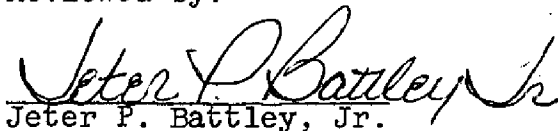
None

66. Adequacy of Results and Future Surveys


This map complies with the project instructions, and, with the exceptions noted in paragraph 61 of this report, will provide an excellent base for new chart 684-SC.


The map complies with the National Standards of Accuracy.

Reviewed by:


Jeter P. Battley, Jr.

Approved by:


Charles Theurer
Chief, Photogrammetric Branch


Chief, Photogrammetry Division

Snake River - Little Goose Pool
WASHINGTON

U.S. DEPARTMENT OF COMMERCE
ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT CONTROL RECORD

South Zone

MAP T- PROJECT NO. PH-7001

SCALE OF MAP 1:10,000

SCALE FACTOR

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR Y COORDINATE LONGITUDE OR X COORDINATE	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS (1 ft. = 3048006 meter) FORWARD (BACK)
BRYAN, 1946	PC'S Pg 224	NA 1927	2,741,343.50 516,107.52	
PING, 1946	PC'S Pg 224	NA 1927	2,710,722.92 503,788.50	
THANWAY, 1945	Pg 225	NA 1927	2,783,651.30 500,160.17	
AIMOTA, 1945	Pg 225	NA 1927	2,760,290.49 514,006.72	
Sub. Pt. AIMOTA, 1945	Comp	NA 1927	2,760,350.10 513,948.68	
RILEY, 1945	Pg 226	NA 1927	2,697,743.28 504,851.72	
SCHMIDT, 1946	Pg 226	NA 1927	2,628,288.07 476,617.77	
Sub. Pt. SCHMIDT, 1946	Comp	NA 1927	2,628,223.28 476,538.99	
PENNAWAWA, 1946	Pg 226	NA 1927	2,697,371.96 513,745.31	
RIDPATH, 1946	Pg 226	NA 1927	2,654,958.47 475,475.41	
COX, 1946	Pg 226	NA 1927	2,671,405.97 488,348.82	
CANYON, 1946	Pg 227	NA 1927	2,618,340.11 482,014.05	

COMPUTED BY I.S.

DATE 2/20/70

CHECKED BY

DATE 2/24/70

U.S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED
TO BE REVIEWED
TO BE DELETED

STRIKE OUT TWO

Seattle, Washington

September 2, 1970

I recommend that the following objects which have *(have not)* been inspected from seaward to determine their value as landmarks be charted on *(deleted from)* the charts indicated.

The positions given have been checked after listing by Lyle L. Riggers

R. B. Melby

Chief of Party

STATE		Washington		POSITION						METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
CHARTING NAME	DESCRIPTION	L.I. NO. ENGINE NAME	LATITUDE		LONGITUDE		DATUM								
			°	'	°	'									
			° <td>'<td>D.M. METERS<td>"<td>°<td>'<td>D.P. METERS<td>"<td></td><td></td><td></td><td></td><td></td></td></td></td></td></td></td></td>	' <td>D.M. METERS<td>"<td>°<td>'<td>D.P. METERS<td>"<td></td><td></td><td></td><td></td><td></td></td></td></td></td></td></td>	D.M. METERS <td>"<td>°<td>'<td>D.P. METERS<td>"<td></td><td></td><td></td><td></td><td></td></td></td></td></td></td>	" <td>°<td>'<td>D.P. METERS<td>"<td></td><td></td><td></td><td></td><td></td></td></td></td></td>	° <td>'<td>D.P. METERS<td>"<td></td><td></td><td></td><td></td><td></td></td></td></td>	' <td>D.P. METERS<td>"<td></td><td></td><td></td><td></td><td></td></td></td>	D.P. METERS <td>"<td></td><td></td><td></td><td></td><td></td></td>	" <td></td> <td></td> <td></td> <td></td> <td></td>					
	Little Goose Reservoir Light 2	1969 13	46	35.2	118	00.4	21.8	N.A.	1927	TP-00029	8-18-70				684 SC
	Little Goose Reservoir Light 3	1969 15	46	35.4	117	59.4	25.1	N.A.	1927	TP-00028	8-18-70				684 SC
	Little Goose Reservoir Light 4	1969 17	46	35.3	117	56.0	11.0	N.A.	1927	TP-00028	8-18-70				684 SC
	Little Goose Reservoir Light 5	1969 19	46	35.4	117	54.9	20.8	N.A.	1927	TP-00029	8-18-70				684 SC
	Little Goose Reservoir Light 6	1969 21	46	35.2	117	52.9	13.2	N.A.	1927	TP-00029	8-18-70				684 SC
	Little Goose Reservoir Light 7	1969 22	46	35.6	117	53.3	409.0	N.A.	1927	TP-00029	8-18-70				684 SC
	Little Goose Reservoir Light 8	1969 23	46	36.5	117	52.5	34.2	N.A.	1927	TP-00029	8-18-70				684 SC
	Little Goose Reservoir Light 9	1969 25	46	37.3	117	52.2	25.8	N.A.	1927	TP-00029	8-18-70				684 SC
	Little Goose Reservoir Light 10	1969 27	46	37.4	117	51.0	796.0	N.A.	1927	TP-00029	8-18-70				684 SC
	Little Goose Reservoir Light 11	1969 29	46	37.7	117	51.0	17.8	N.A.	1927	TP-00029	8-18-70				684 SC
	Little Goose Reservoir Light 14	1969 31	46	37.3	117	49.0	22.8	N.A.	1927	TP-00031	8-18-70				684 SC
	Little Goose Reservoir Light 17	1969 33	46	39.0	117	46.2	705.0	N.A.	1927	TP-00031	8-18-70				684 SC
	Little Goose Reservoir Light 18	1969 35	46	38.9	117	46.0	42.5	N.A.	1927	TP-00031	8-18-70				684 SC
	Little Goose Reservoir Light 20	1969 37	46	40.4	117	45.5	18.1	N.A.	1927	TP-00030	8-14-70				684 SC

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. Revisions shall show both the old and new positions. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

* TABULATE SECONDS AND METERS