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The independent, trusted guide to online education for over 23 years! Copyright ©2021 GetEducated.com, Approved Colleges, LLC All rights reserved Topo cards (often called topo cards for short) are large-scale cards, often larger than 1:50,000, meaning that an inch on the card equals 50,000 inches on the ground. Topographic maps show a wide range of human and physical characteristics of the earth. They are very detailed and are often produced on large sheets of paper. In the late 17th century, French Finance Minister Jean-Baptiste Colbert hired surveyor, astronomer and physician Jean-Dominique Cassini for an ambitious project, the topographic mapping of France. Author John Noble Wilford says: He [Colbert] wanted the kind of maps that indicated man-made and natural characteristics, as determined by accurate engineering surveys and measurements. They would depict the shapes and elevations of mountains, valleys, and plains; the network of streams and rivers; the location of cities, roads, political boundaries and other works of man. After a century of work by Cassini, his son, grandson and great-grandson, France was the proud owner of a complete set of topographic maps. It was the first country to pursue such a prize. Since the 1600s, topographic mapping has become an integral part of a country's cartography. These cards remain one of the most valuable cards for the government and the public. In the United States, the U.S. Geological Survey (USGS) is responsible for topographic mapping. There are more than 54,000 quadrangles (map sheets) covering every inch of the United States. The primary scale of the USGS for mapping topographical maps is 1:24,000, which means that an inch on the map equals 24,000 inches on the ground, the equivalent of 2,000 feet. These quadrangles are called 7.5 minute quadrangle because they show an area that is 7.5 minutes long with 7.5 minutes high. These paper sheets are about 29 centimeters high and 22 centimeters wide. Topographic maps use a wide range of symbols to display human and physical characteristics. Among the most notable are the topo maps' representation of the topography or terrain of the area. Contour lines are used to display height by connecting points of equal height. These imaginary lines do a nice job of representing the terrain. As with all isolines, when contour lines are close together, they represent a steep slope; lines far apart represent a gradual slope. Each quadrangle uses a contour interval (the height distance between contour lines) that is suitable for that area. While flat areas can be assigned with a five-foot contour interval, rugged terrain can have a 25-foot or more contour interval. By using contour lines, an experienced topographic map reader can easily visualize the direction of the flow and the shape of the terrain. Most topographic maps are widely produced to show individual buildings and all streets in cities. In urbanised areas, larger and important buildings are represented in black, and the urbanized area around it is represented with red shadow. Some topographic maps also contain features in purple. These quadrangles have only been revised by aerial photographs and not by the typical field control involved in the production of a topographic map. These revisions are shown in purple on the map and can represent newly urbanized areas, new roads, and even new lakes. Topographic maps also use standardized cartographic conventions to display additional features, such as the color blue for water and green for forests. Different coordinate systems are shown on topographic maps. In addition to latitude and longitude, the basic coordinates for the map, these maps show Universal Transverse Mercator (UTM) grids, township and range, and other coordinate systems. Campbell, John. Map usage and analysis. William C. Brown Company, 1993. Monmonier, Mark. How to lie with cards. University of Chicago Press, 1991. Wilford, John Noble. The Mapmakers. Vintage Books, 2001. It's a disaster. It's not a disaster. It's better outside the U.S. It's terrible in Japan. It's Apple's fault. It's Google's fault... I'm talking about the Google versus Apple maps fracas, and there's just about one thing we can all agree on: It's complicated. A little legwork by the New York Times has surfaced a surprising and useful fact that puts most of the debate over Apple's new Maps app into context: The inclusion of maps on the original iPhone was a last-minute decision by Steve Jobs. In the run-up to its release, this meant that a handful of Apple engineers had to scramble to create an app using available data. At the time Google and Apple had a good relationship, and if you remember Eric Schmidt actually appeared on stage at launch--so including Google's data, even incomplete as it was, turned out to be a smart and timely decision. Thanks to the iPhone, and later Android, times have changed and we now expect at least one basic mapping solution as part of our phone experience. Both Apple and Google now offer their own, advanced, free maps solution for the world's smartphone buyers. But here's some things to remember: You get what you pay for. And Apple and Google's map apps have competition. The CompetitionGarmin spokesman Johan-Till Broer explained the mess from his company's point of view in an email to Fast Company. It takes a lot of time, experience and effort to build accurate and reliable maps and navigation functions, he began. Garmin has 20 years of experience in developing navigation solutions and today we are the world leader in satellite navigation. Compared to Google's Mapm Joha states that paying for the status of Garmin's apps is an advantage: Due to the quality and function richness of our navigation solutions, we have been able to successfully compete with free navigation apps, which were already available before Apple Maps was launched (via Google Maps on Android and third-party apps on iPhone). Garmin's apps, enhanced by the purchase of competitor Navigon last year, offer extras such as advanced lane assistance at highway exits, speed limit alerts, images of road signs to help your driving with visual signals, integrated points of interest databases, fuel prices, and more. Garmin also makes money by selling some of these as in-app improvements. But who makes money if you use Apple or Google maps? They do--they do fractions of a penny at a time. That's because this map connect datasets to all location-based services including Apple and Google apps on the iOS and Android platform (and third-party apps as well). Google, we know, makes more money with ads from selling its services on iOS than on Android. That's why Google built its various mapping services in the first place. Depending on your rate, your phone network also earns money from you when you use Apple and Google maps, because the card tiles are downloaded from their servers. It's not much data, for sure, but an extended card session if you're navigating a long way can push you over your monthly or daily data limit and cost your dollars. That's certainly the case if you're abroad, and Brother pointed out that if you're downloading map or routing data on the move, you might not be able to calculate routes in areas where cell phone coverage is irregular. And when you're in the wild, that's often where a map comes in darn handy. The future of MappingGarmin uses its revenue to improve its services all the time, Google and Apple do the same, and all these companies use data directly from customers to hone and polish their systems--Garmin's iPhone app has a huge pop-up to remind you of this, and offer you an opt-out when you launch it for the first time. But you argue that both Apple and Google have an unfair advantage in this game--their apps are the default on devices (although it's more complex with Android), and so users may be discouraged from experimenting with mapping apps. Till-Broer explained a bit of his company's future developments in light of Apple's entry: In terms of future developments, I can say that we are certainly working on even more advanced navigation capabilities that will further differentiate our apps. In particular, there will be integration of more real-time information, advanced map views and even better ways to guide drivers on the road. Google and Apple are bound to pursue these avenues as well, trying to improve their maps and ensure they continue to earn income. In this light, maybe it's the given that the Apple-Google maps fiasco is a struggle, and we're just seeing the first skirmishes. It will probably be good for consumers because it stimulates competition in a service that is very useful in our digital world. Think about it: When you travel to a new city on holiday, do you rely on the incomplete, ad version of your hotel that your hotel perfectly hands off? Or would you buy a good map and guide, and rely on the more detailed data? [Image: Flickr user wwarby] Chat about this news with Kit Eaton on Twitter and Fast Company as well. Too.

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