



Prepared under direction of the Chief of Engineers, U. S. Army, 1944.
By the Mapping Section, Office Division Engineer, South Atlantic Division.
Control by Corps of Engineers, U. S. Geological Survey, U. S. Coast and Geodetic Survey
and U. S. Soil Conservation Service.
Topography by Stereophotogrammetric methods (Multiplex).
Aerial photography by 1st Mapping Group, U. S. Army, 1943.
Polyconic projection, 1927 North American datum.

ROAD CLASSIFICATION 1943

Dependable hard-surface, heavy-duty road. Loose-surface graded, dry weather road. U. S. Route 29

Secondary, hard-surface, all-weather road. Dirt Road. State Route 3

More than two lanes indicated by note along road with tick at point of change. 3 LANE 4 LANE

THIS MAP COMPLIES WITH THE NATIONAL STANDARD MAP ACCURACY REQUIREMENTS.

Scale 1:31,680

CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL

ONE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S." ZONE 18, U. S. C. & G. S. SPECIAL PUBLICATION NO. 89. THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED.

THE STATE BOUNDARY BETWEEN VIRGINIA AND MARYLAND IS INDICATED BY A DOTTED LINE. TICKS, CROSSING THE BOUNDARY LINE AT 30-SECOND INTERVALS, INDICATE THE BOUNDARY LINE.

NOTE: OFFICERS USING THIS MAP WILL MAKE PERSONAL CORRECTIONS AND NOTATIONS WHICH COME TO THEIR ATTENTION AND MAIL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.

GRID DEC. AT THE CENTER OF THE SHEET FOR ZONE A-24° W OR 48 MILS

Use diagram only to obtain numerical values. To determine magnetic north line connect the pivot point "P" on the north edge of the map with the value of the angle between grid and magnetic north, as plotted on the degree scale at the north edge of the map.

APPROXIMATE MEAN DECLINATION 1943 FOR CENTER OF SHEET NO ANNUAL MAGNETIC CHANGE

PASSAPATANZY, VA.-MD.
N3815W7715/7.5
EDITION OF 1944

HISTORICAL FILES
(DO NOT REMOVE)

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