

8600 & 8601

711

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Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Planimetric, Air Photographic
Boundary Survey
Field No. Ph-12 (46) Office No. T-8600 and
T-8601

LOCALITY

State Dist. of Columbia - Virginia

General locality Potomac River

Locality Chain Bridge-Georgetown Reservoir

194

CHIEF OF PARTY

Louis J. Reed

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DATE Feb 10 - 1949

B-1870-1 (1)

8600 & 8601

DATA RECORD

T- 8600, 01

Quadrangle (II):

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

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

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

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

Completed survey received in office: June 1947

Reported to Nautical Chart Section:

T-8600, 26 Sept. 1947

Reviewed: T-8601, 8 Oct. Applied to chart No. 1947

Date:

Redrafting Completed:

Registered: ~~27 Dec. 1940~~ ^{Jan 1949}

Published:

Compilation Scale: 1:4,000

Published Scale: 1:4,800

Scale Factor (III): 1.000

Geographic Datum (III): N.A. 1927

Datum Plane (III): Low-water datum of
Washington Harbor (See item 30 of
the compilation report)Reference Station (III): ~~T-8600 - Bluff~~
 2, 1935

Lat.:

~~T-8601 - Voir, 1913~~
 Long.:

~~Bluff 2 - 38°55'44".893" (1384.4m) 77°06'38.352" (923.8m)~~
~~Voir -- 38°54'34.031" (1049.4m) 77°05'50.289" (729.8m)~~

Adjusted
~~Unadjusted~~

State Plane Coordinates (VI): Virginia, North Zone

~~Bluff 2 - 2,395,235.77 462,739.55~~
~~X = Voir - 2,400,723.74 Y = 455,653.53~~

Local Grid: Washington Suburban Sanitary Commission

Military Grid Zone (VI)

PHOTOGRAPHS (III)

<u>Number</u>	<u>Date</u>	<u>Time</u>	<u>Scale</u>	<u>Stage of Tide</u>
D-2134-D-2145, Inc.	3-27-46	12:04-12:37	1:7,000	Contact M.H.W. (Approx.)
D-2148-D-2155, Inc.	3-27-46	12:39-12:41	1:4,000	Ratio M.H.W. (Approx.)
D-2221-D-2239, Inc.	5-13-46	11:39-12:04	"	M.H.W. (Approx.)
D-2298-D-2301, Inc.	5-13-46	12:32-12:35	1:7,000	M.L.W. (Approx.)

Tide from (III): Refer to item 30 of the compilation report.

Mean Range:

Spring Range:

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

Field Inspection by: Everett H. Ramey

date: June-July, 1946

Field Edit by: Louis Levin

date: May 1947

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

Projection and Grids ruled by (III) T. L. Janson

date: Aug.-Nov., 1946

" " " checked by: T. L. Janson

date: Aug.-Nov., 1946
Sept.-Oct., 1947

" " " checked by: K. N. Maki

Control plotted by: Lou Reed

date: Aug.-Dec., 1946

Control checked by: G.B. Dean & J. McDonald

date: Aug.-Dec., 1946

Stereoplanigraph

Redrawn by: Lou Reed & M.G. Misulia

date: Aug. 1946-Apr. 1947

Detailed by: Lou Reed & M. G. Misulia

date: Aug. 1946-Apr. 1947

Reviewed in compilation office by: M. G. Misulia

date: May 1947

Elevations on ~~Field Edit Sheet~~ ^{Map Manuscript}
checked by:

Louis Levin

date: May 1947

Note:

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

To establish a boundary line between the District of Columbia and the Commonwealth of Virginia, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

TITLE I.—BOUNDARY LINE BETWEEN THE DISTRICT OF COLUMBIA AND THE COMMONWEALTH OF VIRGINIA

SEC. 101. The boundary line between the District of Columbia and the Commonwealth of Virginia is hereby established as follows:

Said boundary line shall begin at a point where the northwest boundary of the District of Columbia intercepts the high-water mark on the Virginia shore of the Potomac River and following the present mean high-water mark; thence in a southeasterly direction along the Virginia shore of the Potomac River to Little River, along the Virginia shore of Little River to Boundary Channel, along the Virginia side of Boundary Channel to the main body of the Potomac River, along the Virginia side of the Potomac River across the mouths of all tributaries affected by the tides of the river to Second Street, Alexandria, Virginia, from Second Street to the present established pierhead line, and following said pierhead line to its connection with the District of Columbia-Maryland boundary line; that whenever said mean high-water mark on the Virginia shore is altered by artificial fills and excavations made by the United States, or by alluvion or erosion, then the boundary shall follow the new mean high-water mark on the Virginia shore as altered, or whenever the location of the pierhead line along the Alexandria water front is altered, then the boundary shall follow the new location of the pierhead line.

SEC. 102. All that part of the territory situated on the Virginia side of the Potomac River lying between the boundary line as described in section 101 and the mean high-water mark as it existed January 24, 1791, is hereby ceded to and declared to be henceforth within the territorial boundaries, jurisdiction, and sovereignty of the State of Virginia: *Provided, however,* That concurrent jurisdiction over the said area is hereby reserved to the United States.

SEC. 103. Nothing in this Act shall be construed as relinquishing any right, title, or interest of the United States to the lands lying between the mean high-water mark as it existed January 24, 1791, and the boundary line as described in section 101; or to limit the right of the United States to establish its title to any of said lands as provided by Act of Congress of April 27, 1912 (37 Stat. 93); or the jurisdiction of the courts of the United States for the District of Columbia to hear and

determine suits to establish the title of the United States in all lands in the bed, marshes, and lowlands of the Potomac River, and other lands as described by said Act below the mean high-water mark of January 24, 1791; or to limit the authority to make equitable adjustments of conflicting claims as provided for in the Act approved June 4, 1934 (48 Stat. 836).

Sec. 104. The "present" mean high-water mark shall be construed as the mean high-water mark existing on the effective date of this Act.

Sec. 105. The United States Coast and Geodetic Survey is hereby authorized, empowered, and instructed to survey and properly mark by suitable monuments the said boundary line as described in section 101, and from time to time to monument such sections of said boundary line as may be changed as provided for in section 101; and the necessary appropriations for this work are hereby authorized.

Sec. 106. The provisions of sections 272 to 289, inclusive, of the Criminal Code (U. S. C., title 18, secs. 451-465) shall be applicable to such portions of the George Washington Memorial Parkway and of the Washington National Airport as are situated within the Commonwealth of Virginia. Any United States commissioner specially designated for that purpose by the District Court of the United States for the Eastern District of Virginia shall have jurisdiction to try and, if found guilty, to sentence persons charged with petty offenses against the laws of the United States committed on the above-described portions of the said parkway or airport. The probation laws shall be applicable to persons so tried. For the purposes of this section, the term "petty offense" shall be defined as in section 335 of the Criminal Code (U. S. C., title 18, sec. 541). If any person charged with any petty offense as aforesaid shall so elect, however, he shall be tried in the said district court.

Sec. 107. The State of Virginia hereby consents that exclusive jurisdiction in the Washington National Airport (as described in sec. 1 (b) of the Act of June 29, 1940 (54 Stat. 686)), title to which is now in the United States, shall be in the United States. The conditions upon which this consent is given are the following and none others: (1) There is hereby reserved in the Commonwealth of Virginia the jurisdiction and power to levy a tax on the sale of oil, gasoline, and all other motor fuels and lubricants sold on the Washington National Airport for use in over-the-road vehicles such as trucks, busses, and automobiles, except sales to the United States: *Provided*, That the Commonwealth of Virginia shall have no jurisdiction or power to levy a tax on the sale or use of oil, gasoline, or other motor fuels and lubricants for other purposes; (2) there is hereby expressly reserved in the Commonwealth of Virginia the jurisdiction and power to serve criminal and civil process on the Washington National Airport; and (3) there is hereby reserved in the Commonwealth of Virginia the jurisdiction and power to regulate the manufacture, sale, and use of alcoholic beverages on the Washington National Airport (as described in sec. 1 (b) of the Act of June 29, 1940 (54 Stat. 686)).

Subject to the limitation on the consent of the State of Virginia as expressed herein, exclusive jurisdiction in the Washington National Airport shall be in the United States and the same is hereby accepted by the United States.

This Act shall have no retroactive effect except that taxes and contributions in connection with operations, sales and property on and income derived at the Washington National Airport heretofore paid either to the Commonwealth of Virginia or the District of Columbia are hereby declared to have been paid to the proper jurisdictions and Commonwealth of Virginia and the District of Columbia each hereby waives any claim for any such taxes or contributions heretofore assessed or assessable to the extent of any such payments to either jurisdiction.

Any provision of law of the United States or the Commonwealth of Virginia which is to any extent in conflict with this Act is to the extent of such conflict hereby expressly repealed.

Sec. 108. This title shall not become effective unless and until the State of Virginia shall accept the provisions thereof.

TITLE II--MISCELLANEOUS

Sec. 201. Nothing in this Act shall be construed (a) to prevent the acceptance by the United States pursuant to the provisions of section 355 of the Revised Statutes, as amended (40 U. S. C. sec. 255), of such jurisdiction as may be granted by the State of Virginia over any lands to which the United States now has, or may hereafter have, title within the boundaries of the State as established by this Act; or (b) to affect any jurisdiction heretofore obtained by the United States from the State of Virginia over lands adjoining or adjacent to those herein ceded; and all jurisdiction whether partial, concurrent, or exclusive, which Virginia has ceded and which the United States has accepted over any part or parts of the ceded total is hereby expressly retained.

Sec. 202. Section 111 of the Judicial Code (46 Stat. 56; U. S. C. title 28, sec. 192), as amended, is hereby further amended to read as follows:

"The State of Virginia is divided into two districts, to be known as the eastern and western districts of Virginia.

"The eastern district shall include the territory embraced on the effective date of this Act in the counties of Accomac, Arlington, Amelia, Brunswick, Caroline, Charles City, Chesterfield, Culpeper, Dinwiddie, Elizabeth City, Essex, Fairfax, Fauquier, Gloucester, Goochland, Greensville, Hanover, Henrico, Isle of Wight, James City, King and Queen, King George, King William, Lancaster, Loudoun, Louisa, Lunenburg, Mathews, Mecklenburg, Middlesex, Nausemond, New Kent, Norfolk, Northampton, Northumberland, Nottoway, Orange, Powhatan, Prince Edward, Prince George, Prince William, Princess Anne, Richmond, Southampton, Spotsylvania, Stafford, Surry, Sussex, Warwick, Westmoreland, and York.

"Terms of the district court shall be held at Richmond on the first Mondays in April and October; at Norfolk on the first Mondays in May and November; and at Alexandria on the first Mondays in June and December.

"The western district shall include the territory embraced on the effective date of this Act in the counties of Alleghany, Albemarle, Amherst, Appomattox, Augusta, Bath, Bedford, Bland, Botetourt, Buchanan, Buckingham, Campbell, Carroll, Charlotte, Clarke, Craig,

Cumberland, Dickenson, Floyd, Fluvanna, Franklin, Frederick, Giles, Grayson, Greene, Halifax, Henry, Highland, Lee, Madison, Montgomery, Nelson, Page, Patrick, Pulaski, Pittsylvania, Rappahannock, Roanoke, Rockbridge, Rockingham, Russell, Scott, Shenandoah, Smyth, Tazewell, Warren, Washington, Wise, and Wythe.

"Terms of the district court shall be held at Abingdon on the second Mondays in April and November; at Big Stone Gap on the first Mondays in May and October; at Charlottesville on the first Monday in February and on the Wednesday next after the first Monday in August; at Danville on the fourth Monday in February and on the Wednesday next after the first Monday in September; at Harrisonburg on the third Monday in March and on the fourth Monday in October; at Lynchburg on the first Mondays in June and December; and at Roanoke on the first Mondays in January and July."

"The clerk of the court for the western district shall maintain an office in charge of himself or a deputy at Lynchburg, Roanoke, Danville, Charlottesville, Harrisonburg, Big Stone Gap, and Abingdon, which shall be kept open at all times for the transaction of the business of the court."

Approved October 31, 1945.

OFFICE MEMORANDUM

May 9, 1946

Subject: Instructions - Project Ph-12(46)/Field
and Office

Reference: Instructions - Project Ph-7(46)/Field

1. These instructions cover the preparation of planimetric maps of the District of Columbia - Virginia boundary and adjacent areas. These maps are to be produced for the use of the Commissioners in carrying out the provisions of Public Law 208 (Section 105) 79th Congress, which describes the boundary and provides for a survey of it by this Bureau.

2. Both the field and office work on this project will be done by the Washington Office. Mr. John Neal will be in charge of the field work. Office compilation will be done in the Graphic Compilation Section, possibly with the assistance of the Stereoscopic Mapping Section should it be found to be desirable to compile part of the area by means of stereoscopic instruments.

3. Limits of project. - This project shall include the entire ~~northwest~~ boundary of the District from Chain Bridge to Jones Point and shall extend from approximate mean-low water line inshore approximately to Washington Street in Alexandria, to the Jefferson Davis Highway from Alexandria to Rosslyn, to the top of the bluff line from Rosslyn to Chain Bridge, and shall include the National Airport, the Pentagon area, and the street system of Rosslyn. The project shall also include the east shoreline of the river from Memorial Bridge to Chain Bridge and islands.

MAP SPECIFICATIONS

4. This project shall provide 1:4,800 scale planimetric maps in one color (black); sheet size not to exceed 20 X 28 inches.

5. The maps shall include all information ordinarily shown on standard topographic maps except elevations and contours (see reference instructions). Woodland information shall be shown as on the planimetric maps of this Bureau. Cultural and natural features shall be shown in as much detail as practicable at the scale of the maps. The west shoreline of the Potomac River shall receive special attention on this project:

*all compilation done in
Stereoscopic Mapping Section*

*South
KTA*

- (a) The mean-high water line shall be shown in as much detail as practicable at the scale of compilation. See also paragraphs 6 and 10.
- (b) The approximate low water line shall be shown.
- (c) The pierhead line as authorized by the U. S. Army Engineers shall be shown as indicated on plans to be obtained from the local District Engineer Office. This will apply particularly at Alexandria but may apply to other sections of the project.
- (d) Existing piers and water front structures shall be shown in detail and the mean-high water line (on the ground) behind or under such structures shall also be shown.

6. Accuracy. - Well-defined natural and cultural features shall be within 0.5 mm of correct geographic position on the published maps, and the mean-high water line and point objects near the mean-high water line within 0.3 mm of correct position on the published maps. The horizontal accuracy shall be tested during field edit. See paragraph 21.

FIELD WORK

7. Field work prior to compilation shall provide the horizontal control needed for photographic plots of the accuracy specified; and field inspection for the clarification of photographic details necessary for complete compilation according to standard practices. See reference instructions.

8. All horizontal and vertical control stations of this Bureau and permanently monumented horizontal and vertical control stations of other organizations, such as the Park Service, the U. S. Engineers, the District of Columbia, and the U. S. Geological Survey, within the limits of the project shall be searched for and those recovered shall be shown on the maps. The above requirement is subject to revision, after study in this office, if control is found to be so dense in a particular area that it will not be practicable to show all of the stations on the maps. Only those stations that will be required for the radial plot need be identified on the photographs.

9. A lay-out showing the existing control and control to be identified or established and identified for the photographic plots will be prepared in this office. Control for the photographic plot shall be identified in accordance with the reference instructions.

10. Mean-High Water Line Location. - Mean-high water line may be identified on the photographs for location by compilation where this can be done with the specified accuracy; otherwise, it shall be located by planetable. Mean-high water line in flat areas where it is not subject to exact identification either on the ground or on the photographs shall be leveled in by planetable. From examination of maps and photographs, the location of mean-high water line on this project apparently will fall in three categories:

- (a) Areas such as the water front at Alexandria and along the bulkheads at the airport where mean-high water line probably can be identified exactly on the photographs.
- (b) Flat areas such as the area just south of the airport where it will probably be necessary to locate the mean-high water line by planetable leveling.
- (c) The area north of Key Bridge where mean-high water line can be identified exactly on the ground but where planetable location may be preferable to identification on the photographs.
- (d) Permanent natural objects which will be useful in marking, and for future recovery of the boundary, shall be located and shown as topographic stations. Such stations when considered together with existing permanent survey station monuments need not be located at intervals of less than approximately 1/2 mile.
- (e) Spirit levels shall be run as necessary to provide vertical control for the planetable surveys called for in paragraphs 10 (b) and (c). If the spirit leveling required for planetable control is extensive, it shall include the leveling called for in paragraph 22.

11. Field inspection shall be shown on ratio prints of single-lens photographs of the same scale as the compilation (see par. 16).

12. Urban Areas. - Alexandria may be considered as an urban area in which buildings generally may be omitted, except that all public buildings and all waterfront buildings shall be shown. All buildings in the area north of Four-Mile Run shall be shown.

13. Supplemental Data. - Existing planimetric maps, shoreline surveys, and airport charts of this Bureau within this area shall be considered in preparing for field work and in compilation.

14. Equipment. - A skiff and outboard motor will be needed. Arrangements should be made to borrow an outboard motor from the Baltimore Photogrammetric Office or one of the field parties. It may be practicable to borrow a skiff from the U. S. Engineers Office; otherwise, one should be rented.

PHOTOGRAPHS

15. Single-lens photographs for this project were taken March 27, 1946 with Camera "D" (focal length 12 inches) at a contact scale of approximately 1:6,800.

COMPILATION

16. Compilation scale shall be not smaller than 1:4,000 and sufficient ground control shall be identified so that hand templet plots can be laid with the required accuracy.

17. Photographs with excessive tilt should be rectified in any places that the plot is hampered by excessive tilt. The stereocartograph may be used in detailing the area northwest of Key Bridge.

18. Contrary to usual practice the manuscripts shall be detailed completely; that is, roads shall be drawn with double lines, large buildings detailed exactly as to shapes, etc., and woodland information in detail rather than outlined. Overlay sheets shall be avoided and all information shown on the manuscripts where practicable to do so. The manuscripts shall be rough drawings but must be neat and legible. The maps will be smooth-drafted prior to reproduction.

19. Manuscripts shall include the polyconic projection and the state grid system or systems.

20. Descriptive reports shall be prepared in accordance with general instructions and shall include field inspection report, compilation report, and field-edit report. Inasmuch

as the maps will be consecutively numbered, one descriptive report may be prepared for all sheets on the project, if more convenient than the usual procedure of having one report for each sheet.

FIELD EDIT

21. Each map on this project shall be carefully and completely field-edited. Horizontal accuracy tests shall be made in at least two sections of the project - the accuracy tests to be laid out after compilation.

22. Following the compilation of the maps called for in these instructions, the boundary will be monumented by the Division of Geodesy. Both the horizontal position and elevation of each monument will be determined. The Division of Geodesy will also make reference measurements from the boundary monuments and from a selected number of the reference stations called for in paragraph 5 (d) to mean-high water. The points on mean-high water line to which the reference measurements are made will be selected by leveling from the boundary monuments. The maps shall be checked against these reference distances and any appreciable discrepancies shall be disposed of by field investigation.

K.T. Adams

Chief, Div. of Photogrammetry

OFFICE MEMORANDUM

27 December 1946

Subject: Instructions for Project Ph-12(46)/Field and Office, Supplement 1.

Reference: Instructions for Project Ph-12(46)/Field and Office, dated 9 May 1946.

FIELD INSPECTION

1. Horizontal control.- Within the limits of detailing on this project, all permanently marked horizontal control stations of the federal government shall be searched for and recovered, if practicable, in accordance with paragraph 8 of the reference. An exception to this shall be made in the case of the permanently marked traverse stations of the National Park Service. Not more than approximately one of the Park Service traverse stations per one-half mile need be recovered. See also paragraph 4.

2. A recovery note on Form 526 shall be submitted for each station search for. See also paragraph 4.

3. All recovered stations shall be shown on the manuscript. Lost stations shall not be shown.

4. The Division of Geodesy is now establishing new triangulation stations to mark the boundary. These new stations shall be plotted on the manuscript. Existing stations recovered by the Division of Geodesy at this time need not be searched for by employees of this Division unless needed for control of the compilation, and need not be reported on Form 526.

5. Refer to paragraphs 18 and 19 regarding references to mean-high water line.

6. Vertical control.- All permanent bench marks of the federal government within the limits of detailing on this project shall be searched for and if recovered shall be spotted on the photographs so that they may be shown on the manuscripts as bench marks. These will not be shown as topographic stations, and, therefore, exact identification is not required.

7. It is understood that most of the Park Service traverse stations are also bench marks. In this case, not more than one bench mark per one-half mile need be recovered.

8. Recovery notes on Form 685 shall be submitted for each bench mark searched for.

9. All recovered bench marks shall be shown as bench marks on the manuscripts with their number and elevation to the nearest one-tenth of a foot.

10. It is understood that only part of the bench marks were searched for during the original field inspection. Therefore, the remainder of this work shall be accomplished during field edit when the bench marks may be spotted on the photographs and added to the manuscript after field edit.

OFFICE COMPILATION

11. With reference to paragraph 2 of the reference instructions, the manuscripts on this project shall be compiled on the stereoplanigraph in the Stereoscopic Mapping Section.

12. Mean-high water line.- The mean-high water line shall be compiled in accordance with the field inspection notes. Where the field inspection of any part of the mean-high water line appears to have been inadequate, this shall be marked for examination by the field edit.

13. Mean-low water line.- One set of photographs was taken at approximately mean-low water line. The mean-low water line shall be detailed from these photographs in areas where it extends more than 3 millimeters (on the manuscript) offshore from the mean-high water line.

14. Comparison with previous surveys.- The manuscript compilation and checking shall include a comparison with manuscripts and descriptive reports T-5754 and T-5755, and with the printed map and descriptive report T-5756. Triangulation stations and bench marks shown on the previous surveys shall be accounted for in the compilation of project Ph-12. Topographic stations shown on the previous surveys cannot be transferred to the larger scale sheets on project Ph-12 and need not all be located on the Ph-12 manuscripts. However, the prominent objects shown on the older maps listed above shall be relocated and shown on the Ph-12 manuscripts where they still exist.

15. Review of manuscripts.- Each manuscript shall be examined for completeness by Michael G. Misulia prior to field edit.

16. Each manuscript, together with its descriptive report, shall be forwarded to the Administrative Planning Section for recording and for field edit as soon as it is completed.

FIELD EDIT

17. The field edit shall be accomplished by the Administrative Planning Section. Field edit shall include horizontal accuracy tests to be laid out later.

18. New triangulation marking the boundary.- The new triangulation stations to be established by the Division of Geodesy will be referenced to the mean-high water line. These references shall be checked with the manuscripts and the two brought to agreement. The fact that this has been done shall be noted in the field edit, or compilation descriptive reports.

19. Mean-high water line references to older triangulation stations.- The manuscripts will show a number of triangulation and traverse stations near the mean-high water line. Many of these have not been identified on the photographs, but will be plotted on the manuscripts from geographic positions. The recovery notes for these stations need not give references to mean-high water line. However, the field edit shall make a check by tape or planetable and stadia at each such station which is immediately adjacent to the mean-high water line to determine whether distances from the station to the high water line agree with what is shown on the map. Any necessary revision to the mean-high water line shall be made by planetable during this check.

20. Manuscript completion.- Field edit data shall be turned over to the Stereoscopic Mapping Section for completion of the manuscripts.

21. When completed, the manuscript shall be forwarded to the Administrative Planning Section for recording and routing to the Review Section and then to the Smooth Drafting Section.

RECORDS

22. Field inspection, compilation, and field edit records shall be turned over to the Administrative Planning Section for recording and filing as soon as they are completed and in accordance with usual practice. For example,

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field inspection records and photographs, if they have not yet been recorded, shall be reported now, and then charged back to the Stereoscopic Mapping Section. Regular procedures in handling and recording the records are essential to avoid loss.

/s/ K. T. Adams

K. T. Adams
Chief, Div. of Photogrammetry

FIELD INSPECTION REPORT.
Ph-12(1946)

1. Description of Area:

The limits of this project are defined in Instructions - Project Ph-12(46)/Field and Office, dated May 9, 1946, and supplement 1 of December 13, 1946, copies of which are attached. The actual field work extended to Little Falls instead of Chain Bridge, which was defined as the upper limit of the project in the instructions.

In the area between Chain Bridge and Key Bridge, the shore is generally sheer at water's edge. With the exception of a built-up area in the vicinity of Columbia Island, the remainder of the shore is generally flat.

About Chain Bridge and downstream approximately halfway to Key Bridge, the west shore is composed chiefly of ledge rock backed by steep bluff and cliff. The east shore in this section is composed chiefly of ledge rock backed by less rugged terrain. The remainder of the shore is composed chiefly of sand and gravel with a few marsh areas, the largest of which is adjacent to Washington National Airport.

Most of the area included in this project is well developed commercially and culturally.

Most roads in the area are class 3 or better.

2. Completeness of Field Inspection:

Inspection was confined primarily to shoreline inspection, recovery and identification of horizontal control. The classification of woods and roads was omitted in this phase of work. Trails adjacent to the shoreline were indicated on the photographs.

Public buildings and buildings of landmark significance in

Alexandria were indicated on the photographs. Only that control necessary for the radial plot was identified on photographs.

3. Interpretation of Photographs:

Two sets of photographs were available for part of the area. One set was taken in winter and at approximate mean high-water. The photographs of this set were generally used for shoreline inspection. The other set was taken in summer at approximate low-water.

If the summer photographs are used for compilation, it is suggested that the shoreline always be corrected to the mean high-water line shown on the winter photographs. However, the summer photographs should be helpful in obtaining the low-water line.

The mean high-water line does not always follow a line of vegetation. In marsh areas, it may be forty or fifty feet from any line of vegetation. So, it is particularly important to always correct to the line determined in the field.

The mean high-water line is shown on the following photographs: D2138 to D2143 incl., D2151 to D2155 incl., D2166 to D2168 incl., D2175, D2176, D2196 to D2205 incl., D2208 to D2211 incl., D2215 to D2217 incl., D2224, and D2225.

4. Horizontal Control:

A plethora of control was available in parts of the area, so no attempt was made to recover all stations. Only control needed in the radial plot was searched for. A total of 118 stations was recovered. Sixty-two of these were positively identified on the photographs.

Nineteen stations searched for are lost or destroyed.

Form 526, Recovery Note, has been submitted for all stations recovered or searched for. The recovery completed has been indicated on a progress sketch.

Control in the area is by the U. S. Engineers, the National Park Service, the Washington Suburban Sanitary Commission, the U. S. Geological Survey, and the U. S. Coast and Geodetic Survey. All is believed to be within the required degree of accuracy.

5. Vertical Control:

A total of twenty-one bench marks of the U. S. Engineers and the U. S. Coast and Geodetic Survey was recovered for use in conjunction with shoreline inspection.

Form 685 has been submitted for each of these bench marks.

Fly leveling was done with transit and alidade in connection with the determination of mean high-water line.

A progress sketch has been prepared showing the work completed in recovery and leveling.

7. Mean High-Water Line:

The mean high-water line was accurately determined and shown on photographs. Various methods were used to do this.

In the area about Chain Bridge, it was impossible to identify sufficient points on the photographs to accurately sketch the line. Planetable methods were used, working directly on the photographs from identifiable points and without the aid of elevations.

Below Chain Bridge to approximately Key Bridge, in the area about Columbia Island, and from Key Bridge to Memorial Bridge on the east bank, the mean high-water line was definite and could be identified directly on the photographs. Small sections not otherwise easily identified were determined by short taped distances from identifiable points.

In most of the other areas, it was necessary to locate the mean high-water line by spirit leveling, which was started and closed on established bench marks. In a few cases, short sections of the mean high-water line were located by spirit leveling which was started but not closed on established bench marks. Here, the accuracy of the located line was confirmed by comparison with the mean high-water line already located in that area. The line was then plotted by taking measurements to nearby identifiable points on the photographs.

For a small section of shore on Roosevelt Island, where overhanging trees and marsh made direct identification impossible, planetable traverse with the aid of spirit leveling was used. This is shown on the back of photograph D2168. Only the terminal points of the traverse were identifiable on the photograph.

At the north end of Columbia Island, a small section of shoreline was being changed by new construction. This should be located at the time of field edit.

8. Low-Water Line:

The summer set of photographs were taken at approximate low-water and should aid the compiler in locating the low-water line. Generally, the low-water line is so near the mean high-water line that it would be of no consequence on a chart. However, ^{there} there is a material difference; the approximate low water line is noted.

9. Wharves and Shoreline Structures:

All wharves and shoreline structures have been indicated or clarified on the photographs. The mean high-water line is shown in relation to these structures.

10. Details Offshore from the Mean High-Water Line:

For most part, this phase of the work was omitted.

11. Landmarks and Aids to Navigation: No investigation.

14. Road Classification:

Generally, this phase received no investigation. However, a few lesser roads adjacent to mean high-water line were investigated and designated on the photographs.

16. Buildings and Structures:

Only public and landmark buildings in Alexandria were shown.

18. Geographic Names:

No investigation.

19. Pierhead Lines:

Existing piers and water front structures have been shown or indicated on photographs.

Plans showing the authorized pierhead line have been obtained from the U. S. Engineers for use during compilation.

20. Items Left for Field Edit:

A small section of shoreline at the north end of Columbia Island was being changed by new construction (ref. par. 7). This should be determined by the field edit party.

Any additional horizontal and vertical control that is required for completion of the work.

Interior inspection
Details offshore from mean high-water line
Landmarks and aids to navigation
Road classification
Geographic names.

Respectfully submitted, Dec. 30,
1946

Everett H. Ramey
Everett H. Ramey
Photogrammetrist

Approved and forwarded:

John M. Neal
John M. Neal
Photogrammetrist

Division of Photogrammetry
Compilation Report of
Shoreline Planimetric Map Manuscripts
Surveys Nos. T-8600 to T-8606 Inclusive
Project Ph-12(46)

26. Control:

A total of 151 horizontal control stations were plotted onto map manuscripts T-8600 to T-8606, inclusive, 75 of which were used for control. Fourteen (14) of the total stations were established by three point fix and traverse, or by intersection.

The Division of Geodesy has established 15 new triangulation stations to mark the boundary between the District of Columbia and the State of Virginia, VIE, D.C.-VA BOUNDARY WITNESS MARKS NOS. 1 thru 11, 11A, and 12 thru 14. These stations were plotted onto the map manuscripts after the compilations were completed.

Numerous horizontal control stations for which a search was made during the recovery of control for this project, but could not be found, were plotted onto the map manuscripts. Because of their proximity to other control, no detailed search was made. These stations are recommended to be searched for by the field edit party because of the availability of the present surveys which should greatly localize the extent of the search and thus make recovery much simpler.

A complete tabulation of the horizontal control stations plotted within the detail limits of each map manuscript is attached to this report.

The selection and identification of horizontal control was done by the field inspection party from the standpoint that a radial plot was to be laid for this project. However, the Zeiss Stereoplanigraph was used and numerous substations, such as lampposts and rocks, were difficult to identify by the operator because a smaller scale and another flight of photographs had to be used. Both the high-water and low-water photographs dated 27 March 1946 and 13 May 1946 respectively were used by the field inspection party to delineate the mean high-water line and to identify control. The high-water photographs were used in the stereoplanigraph because of the absence of foliage which was necessary for adequate planimetric detailing. It was, therefore, necessary for the operator to revisit four of the control stations in order that identification be positive.

Page 2
T-8600 to T-8606, inclusive

(S.S.)
Two new sub-stations were added and one discarded, the station itself being used.

Four horizontal control stations could not be held to, VNZ, FB2 (U.S.E.) No. 1332, 1944, ATLAS ss. No. 1, SPOOK ss. No. 1, and TING ss. No. 1

Station FB2 (U.S.E.) No. 1332, 1944 is to be checked during the field edit as to its relative position with nearby existing control. The plotted position of this station did not agree with the description as listed by the U. S. Engineer Office. The position of ATLAS ss. No. 2 was found to hold with the surrounding control, and was used in place of ATLAS ss. No. 1. The positions of SPOOK ss. No. 1 and TING ss. No. 1 were reestablished in the field since they were based on the triangulation intersection station NEW ALEXANDRIA, BLACK TANK (on hill), 1928 which was previously destroyed and rebuilt in a slightly different location.

The position of all recovered bench-marks within the area of Project Ph-12(46) shall be shown on the map manuscripts after they have been located by the field edit party on the field photographs.

U. S. Coast and Geodetic Survey triangulation intersection stations WATER (tank) 1927 and BLACK TANK, 1913 were reported destroyed and only the footings now remain. These stations were shown on the manuscripts with small black acid ink circles accompanied by their respective names and the note "ruin".

27. Radial Plot:

Since the stereoplanigraph was used to compile surveys T-8600 to T-8606, inclusive, no radial plot was necessary. An extension of control covering four models was found necessary for T-8605, otherwise an abundance of horizontal control was available to establish a rigid orientation in the instrument for each pair of diapositives. The resultant error in closure in the extension was adjusted by taking the mean of the resultant points established.

The adequacy of control identification has been previously discussed under item 26--Control.

Photographic coverage for the area of the project was adequate.

The positions of the planimetric details, within the project limits, are believed to be within the standard of accuracy set forth under item 6 in the Instructions - Project Ph-12(46) /Field and Office dated 9 May 1946.

28. Detailing:

The map manuscripts were compiled in accordance with the instructions for Project Ph-12(46).

The field inspection along the shoreline was excellent. With the exception of names of public buildings no interior inspection was made and all of the planimetric details shown were interpreted from the photographs by the operator. Use was made of previous surveys and all available data in aiding the operator in interpreting the planimetry. Because of the lack of interior field inspection an attempt was made to show all features which were questionable during the compilation, rather than omit them, in order to facilitate the field edit work.

Woodland areas were compiled in accordance with "Field Inspection and Compilation of Wooded Areas on Planimetric and Topographic Maps", dated 30 June 1945. A curled, green acid ink, line was used in denoting the limits of said areas.

All roads were shown with double full or double dashed lines, and trails were shown with single dashed lines. All roads are to be classified by the field edit party in accordance with the new road classification standards as shown on Form M-2433-12. All features of questionable interpretation will be called to the field editor's attention during the office inspection of the map manuscripts.

29. Supplemental Data:

The pierhead line as authorized by the U. S. Army Engineers was shown on Surveys T-8605 and T-8606 as indicated on Harbor Lines--Potomac River--Alexandria, plans No. 1 and 2, scale 1:2,000.

30. Mean High-Water Line:

The position of the mean high-water line as determined by the field inspection party is based on eleven years of tide records (1932-1942) of the U. S. Coast and Geodetic Survey, which is 3.27 feet above the Low-Water Datum of Washington. This elevation, 3.27 feet, was referred in the field work of this project to the Sea-Level Datum of 1929 (general adjustment), which is 1.41 feet above the Low-Water Datum of Washington.

The position of the mean high-water line was detailed in accordance with the field inspection data and shown on the map manuscripts with a full lightweight black acid ink line.

All of the newly established D. C.--Va. Boundary Witness Marks were plotted onto the map manuscripts after the compilation was completed and the references to the mean high-water line were checked and found in good agreement.

31. Low-Water and Shoal Lines:

The approximate position of the low-water line, shown by a dotted black acid line on the map manuscripts, was taken from the low-water photographs dated 13 May 1946.

Shoal areas were outlined with dashed black acid ink lines, and appropriately noted.

33. Wharves and shoreline Structures:

All piers, wharves, dolphins, etc., have been shown.

36. Landing Fields:

Washington National Airport is the only landing field within the area of the project. All runways, roads, and buildings within the area of airport were shown on Surveys Nos. T-8603 and T-8604.

41. Bridges:

Bridge clearance data for all bridges shown within the area of Project Ph-12(46) are given in the "List of Bridges over the Navigable Waters of the U. S.", U. S. Engineers revised to 1941.

44. Comparison with Existing Topographic Surveys.

See record sheet which accompanies this report.

45. Comparison with Nautical Charts:

See record sheet which accompanies this report.

Michael G. Misulia

Michael G. Misulia
30 July 1947

approved:

Low Reed

List of
Horizontal Control Stations
Surveys No. T-8600 to T-8606, inclusive
Project Ph-12(46)

The following is a tabulation of the horizontal control stations plotted within the detail limits of each map manuscript. Stations marked with an asterisk (*) were not used as control, those with a plus (+) are recommended to be recovered during field edit, and those with a check (✓) were established by three point fix and traverse or by intersection.

Survey No. T-8600: 19 horizontal control stations.

- * Aux, 1946
- * Big (U.S.E.) 1925
Bluff 2, 1935
Creek (U.S.E.) 1925
- * D.C. Boundary Stone (Little Falls) 1884
- * D.C.--Va. Boundary Witness Mark No. 1, 1946-47.
- * D.C.--Va. Boundary Witness Mark No. 2, 1946-47
- * Drill (U.S.E.) 1925
- * Ethan Allen (P.B. & P. P.) 1934
Filter (WSSD) 1935
Flat, 1913
- * Galena (U.S.E.) 1925
Hole (U.S.E.) 1925
- * In (U.S.E.) 1925
Oak 2, 1935
OUT (U.S.E.) 1925
- * Rap, 1913
Rapid, 1935
Sand (U.S.E.) 1913

Survey No. T-8601: 28 Horizontal Control Stations.

- Benton, 1935
- * Bridge (U.S.E.)1925
- Camp (U.S.E.)1925
- Catholic Church Spire, 1925
- Col, 1880
- /*Crampton (U.S.E.D.)1926
- * D.C.-Va. Boundary Witness Mark No. 3, 1946
- * D.C.-VA. Boundary Witness Mark No. 4, 1946
- * D.C.-Va. Boundary Witness Mark No. 5, 1946
- Georgetown University, Lower of Two Spires, 1935
- /*Graveyard, 1931
- Hah(U.S.E.)1924
- Ledge (U.S.E.)1925
- /*Low, 1913
- /*Maple Pt.(U.S.E.)1926
- Mitchell 2 (PB & PP)1931
- * New(U.S.E.)1925
- /*Quar, 1913
- * Res, 1913
- Rock(U.S.E.)1925
- /*Simpson (U.S.E.)1924
- Sis (U.S.E.)1933
- /*Tree 2, 1935
- * Virginia Base (U.S.E.)1932
- Virginia Base No. 1(U.S.E.)1932
- Voir, 1913
- * Washington Base (U.S.E.)1932
- Washington Base No. 1 (U.S.E.) 1932

Survey No. T-8602: 20 Horizontal Control Stations

Abutment (U.S.E.) 1930-32
Arlington Brewery, Cupola, 1913
Base (U.S.E.) No. 154, 1932
Concrete Chy., 1913
Course, 1935
Cranford (U.S.E.) No. 897, 1932-39
* d (U.S.E.) 1926
* D.C.-Va. Boundary Witness Mark No. 6, 1946
Electric (U.S.E.) No. 157, 1926-32
* F (U.S.E.) 1924
* Finish, 1935
Heurich's Brewery, Finial, 1913
* Lincoln, 1924
* Little, 1935
* Old Naval Observatory, Pipe, 1863
Park (U.S.E.) No. 896, 1932-39
Pier (U.S.E.) No. 1329, 1932-44
✓ Ross
* Scow (U.S.E.) No. 151, 1926
Wall (U.S.E.) No. 150, 1926-32

Survey No. 8603: 43 Horizontal Control Stations.

✓ Atlas No. 209
✓ * Arlington, 1935
✓ Arlington Cemetery, Flag Staff, No. 91
Boat, 1935
✓ Clover
Cup, 1935
* D.C.-Va. Boundary Witness Mark No. 7, 1946
* D.C.-Va. Boundary Witness Mark No. 8, 1946
* D.C.-Va. Boundary Witness Mark No. 9, 1946
* D.C.-Va. Boundary Witness Mark No. 10, 1946
✓ * Epp No. 1 (PB & PP) 1934
✓ * Erick, No. 124
✓ * Farm 2 (U.S.E.) No. 1331, 1944
✓ * FB, 1913
FB2 (U.S.E.) No. 1332, 1944
Gate, 1935
Gravelly (U.S.E.) No. 667, 1931

- Island 2 (U.S.E.) No. 1330, 1944
- ✓ Lewis No. 207
- * Memorial, 1946
- * Midway (PB & PP) 1935
- Motor, 1935
- Potomac Park N. W. Base, 1913
- * Presidents, 1935
- * Rail (U.S.E.) No. 692, 1931
- /*Red Tank, 1913
- Regatta, 1935
- * R. R. (U.S.E.) 1913
- R. S. No. 3 (PB & PP) No. 31688
- ✓ Shaft, U.S.N. Annex
- Signal Tower, 1913
- /*Start, 1935
- /*To (U.S.E.) 1924
- ✓ Unknown Soldiers Amphitheater, No. 220
- ✓ Wac
- Walk (U.S.E.) 1931
- * WPP No. 1 (PB & PP) 1935
- /*WPP No. 2 (PB & PP) 1935
- * WPP No. 3 (PB & PP) 1935
- * WPP No. 4 (PB & PP) 1935
- * WPP No. 5 (PB & PP) 1935
- * 43-3 U. S. (N.P.S.)
- * 43-21 U. S. (N. P. S.)

Note: See section 26--(Control) for a discussion of
Station FB2 (U.S.E.) No. 1332, 1944.

Survey No. T-8604: 12 Horizontal Control Stations

Control, 1945

- * D.C.-Va. Boundary Witness Mark No. 11, 1946
- * D.C.-Va. Boundary Witness Mark No. 11A, 1946
- ✓ Law
- National Airport Control Tower, Aero Beacon, 1945
- TT-8T (U.S.G.S.) 1940
- Yards, 1935
- * 32250 (PB & PP)
- * 32255 (PB & PP) ✓
- * 32256 (PB & PP) ✓
- * 32265 (PB & PP) ✓
- * 46002 (PB & PP)

Survey No. T-8605: 16 Horizontal Control Stations.

- ~~1946~~ Alexandria, Dangerfield I., Radio Range Tower, (Center of Five), 1946
Alexandria, Dome, Red Top, 1928
Dan (U.S.E.) 1924
* D.C.-Va. Boundary Witness Mark No. 12, 1946
* D. C.-Va. Boundary Witness Mark No. 13, 1946
Fertilizer 2 (U.S.E.D.) No. 1101, 1942
✓Phone
✓Pot
Shack (U.S.E.D.) No. 1104, 1942
Water, 1922
* 32214 (PB & PP)
* 32215 (PB & PP) ~~lost~~
* 32216 (PB & PP)
* 32221 (PB & PP) ✓
* 32222 (PB & PP) ✓
* 32223 (PB & PP)

Survey No. T-8606: 14 Horizontal Control Stations

- Alexandria, Christ Church, 1863
Alexandria, City Hall Steeple, Gold Ball, 1928
Alexandria, Gray Church Steeple, with Cross, 1928
Alexandria, Torpedo Plant ^{Stack}, 1928
* Boundary Monument No. 58, 1929
* C (U.S.E.) 1924 ~~not recovered~~
* D. C. South Corner Stone, 1884
* D. C.-Va. Boundary Witness Mark No. 14, 1946
Jones, 1928 ^{old} 1928
Jones Point Lighthouse, 1924 ^{see G 2888, p. 125 for Va.}
✓Spook No. 2
✓Ting No. 2
Torpedo, 1928
* 32285 (PB & PP)

Office Inspection Report

Shoreline Planimetric Survey No. T-8600

Project Ph-12(46)

Survey No. T-8600 is one of the first of a series of seven planimetric map manuscripts, as compiled by the Zeiss Stereoplanigraph, to be field edited in Project Ph-12(46).

The map manuscript was carefully inspected for completeness and features of questionable interpretation were called to the field editor's attention on one of the single-weight prints of T-8600.

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

Several additional control stations for which a search was made, during the recovery of control for this project, but could not be found, were plotted onto the map manuscript. Because of their proximity to other control, no detailed search was made. These stations are recommended to be searched for because of the availability of Survey T-8600 which should greatly localize the extent of the search and thus make recovery much simpler.

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

The materials for the field edit of Survey T-8600 are being forwarded to the Administrative Planning Section, together with a copy of this report.

Michael G. Misulia
15 May 1947

Office Inspection Report

Shoreline Planimetric Survey No. T-8601

Project Ph-12(46)

Survey No. T-8601 is one of the first of a series of seven planimetric map manuscripts, as compiled by the Zeiss Stereoplanigraph, to be field edited in Project Ph-12(46).

The map manuscript was carefully inspected for completeness and features of questionable interpretation were called to the field editor's attention on one of the single-weight prints of T-8601.

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

Several additional control stations for which a search was made, during the recovery of control for this project, but could not be found, were plotted onto the map manuscript. Because of their proximity to other control, no detailed search was made. These stations are recommended to be searched for because of the availability of Survey T-8601 which should greatly localize the extent of the search and thus make recovery much simpler.

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

The materials for the field edit of Survey T-8601 are being forwarded to the Administrative Planning Section, together with a copy of this report.

Michael G. Misulia
15 May 1947

Field Edit Report

Ph-12(46)

T-8600 and T-8602

46. Methods: The field edit of these two sheets was accomplished according to the project instructions dated 9 May 1946 and 27 December 1946. The methods used were those described in the general field edit instructions of 24 August 1945.

All deletions were made directly on the field edit sheet in green ink. Additions and corrections, wherever possible, were made on the photographs in red ink, and a reference was made on the field edit sheet. All other additions and corrections were made directly on the field edit sheet, the added detail having been located by planetable or tape.

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

47. Adequacy of Compilation: The map manuscript was complete and adequate in almost every respect, and only a few minor corrections were made during field edit. However, because of inadequate field inspection many minor trails and fences had to be deleted during field edit.

48. Accuracy Tests: To check the horizontal accuracy of the compilation triangulation stations, which were not used to control the compilation, were occupied with a planetable, and the location of one or more detail points was checked. When National Park Service Traverse stations which were not plotted on the manuscript were recovered, the location of the detail points was determined by transit and tape. Two companion stations were recovered when possible and the azimuth and distance were determined to a nearby detail point. The coordinates of the detail points were then computed and plotted on the field edit sheet.

In all cases except one the detailed points were found to be well within the allowable error. The exception was at the north limits of the project where the bridge across Lock #5 was off approximately .9 mm. The detail point selected was circled in purple ink, and the plotted position shown in green.

Lock #5 is NW.
of the limits of
the published map.

It appears that this error might be only in a small area since there was no control used by the compiler in this area. It is suggested that additional accuracy

checks be made between the Chain Bridge and the northern limits of the project. There are other recoverable N.P.S. traverse stations along the towpath which can be used for this purpose.

The shoreline was checked by occupying all the newly established D. C.-Virginia boundary witness marks with the planetable, and checks were made of the M. H. W. line about 200 feet on each side of the station. Except for one small section of the shoreline where apparently the field inspection party had misinterpreted the M. H. W. line, the compilation appeared to be within the allowable error. The M. H. W. line was corrected directly on the field edit sheet.

Except for the areas mentioned above, it appears that both sheets are within the horizontal accuracy requirements.

4. Horizontal Control:

All the triangulation stations which were not recovered by the field inspection party were searched for. Five additional stations were recovered. Eleven National Park Service traverse stations (monumented) were recovered and were plotted approximately on the field edit sheet.

In recovering D. C.-Virginia boundary Mark #2, which was plotted near C&GS triangulation station Drill, it was found that this mark was actually located near A Big. It was determined after consulting the Division of Geodesy that the triangulation party had evidently recovered the wrong station. A new position has been determined for this witness mark and it should be replotted on the manuscript.

The descriptions of the D. C.-Virginia boundary witness marks were checked in the field and found to be correct. Reference measurements to mean high water line were checked and found correct.

5. Vertical Control:

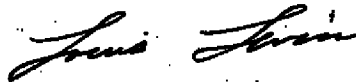
All bench marks not recovered by the field inspection party were searched for. Recovery cards were submitted and all recovered stations were identified (approximately) on the photographs.

Elevations are available of all National Park Service traverse stations, and it is believed that those along the towpath are of sufficient accuracy to be shown as bench marks.

14. Road Classification: Roads were classified in accordance with memorandum instructions dated 4-14-27.

18. Geographic Names: No systematic names investigation was made except where requested by the office reviewer.
List of approved names attached

Respectfully submitted,



Louis Levin
Cartographer (Photo)

GEOGRAPHIC NAMES

Survey No. —

T-8600

Boundary Survey, D.C.-Md.-

Va.
Name on Survey

On Chart
No.

On previous survey
No.

On U. S. quadrangle
Maps

From local
information

On local Maps

P. O. Guide or Map

Rand McNally Atlas

U. S. Light List

A

B

C

D

E

F

G

H

K

District of Columbia

USGB

1

Maryland

"

2

Montgomery County

3

Virginia

USGB

4

Arlington County

5

Fairfax County

6

Baltimore and Ohio (Freight only)

7

Capital Transit Company (Electric)

8

Chesapeake and Ohio Canal (Abandoned)

9

Potomac River

USGB

10

11

Va.:

12

Donaldson Run

13

Gulf Branch

14

Glabe Road

Va. No. 120

15

Chain Bridge

16

Leesburg Road

Va. No. 123

17

Pinnet Run

(not Pinnet)

18

Little Falls

19

Md.:

20

Little Falls Branch

21

22

D.C.:

23

Dalecarlia Filtration Plant

24

Norton Street

25

Loughboro Road

26

Watson Street

27

GEOGRAPHIC NAMES

Survey No. T-8600

2

Name on Survey

On Chart No.
On previous survey No.
On U. S. quadrangle Maps
From local information
On local Maps
P. O. Guide or Map
Rand McNally Atlas
U. S. Light List

	A	B	C	D	E	F	G	H	K	
<u>Sherrier Place</u>										1
<u>Potomac Avenue</u>										2
<u>MacArthur Boulevard</u>										3
<u>Newark Street</u>										4
<u>Manning Place</u>										5
<u>Macomb Street</u>										6
<u>Carolina Place</u>										7
<u>Cathedral Avenue</u>										8
<u>Potomac Heights</u>										9
<u>Palisades Park</u>										10
<u>Galena Street</u>										11
<u>Dorsett Place</u>										12
<u>Weaver Place</u>										13
<u>Edmunds Place</u>										14
<u>Palisades Recreation Center</u>										15
<u>Dana Place</u>										16
<u>Cushing Place</u>										17
<u>Chain Bridge Road</u>										18
<u>Nebraska Avenue</u>										19
<u>Ashby Street</u>										20
										21
										22
										23
										24
										25
										26
										27
										28

Names underlined in red are approved. 3/17/48 L. Heck

GEOGRAPHIC NAMES

Survey No.

T-8601

1 Name on Survey

	A	B	C	D	E	F	G	H	K	
District of Columbia									USGB	1
Virginia									"	2
Washington									"	3
Arlington County										4
Potomac River									USGB	5
Baltimore and Ohio (freight only)										6
Capital Transit Company (electric)										7
Old Chesapeake and Ohio Canal (make this uniform with T-8600)										8
										9
Virginia side:										10
Donaldson Run										11
N. Oakland Street										12
30th Street N.										13
N. Oxford Street										14
Marcey Road										15
Windy Run										16
25th Street N.										17
N. Edgewood St.										18
24th Street N.										19
23rd Road N.										20
Spout Run										21
N. Uhle Street										22
27th Road N.										23
N. Courthouse Road										24
21st Street N.										25
N. Troy Street										26
20th Road N.										27

GEOGRAPHIC NAMES

Survey No. T-8601

2

Name on Survey

	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	
A	B	C	D	E	F	G	H	K	
N. Taft Street									1
N. Smythe Street									2
N. Scott Street									3
21st Road N.									4
N. Rolfe Street									5
N. Quinn Street									6
N. Queen Street									7
22nd Street N.									8
Washington and Old Dominion									9
									10
D.C. side:									11
44th Street									12
Foxhall Road									13
MacArthur Boulevard									14
Q Street									15
Clark Place									16
Brewer Place									17
Greene Place									18
Elliot Place									19
Georgetown Reservoir									20
47th Place									21
Reservoir Road									22
Hitchins Place									23
Whitehaven Parkway									24
New Cut Road									25
U Street									26
V Street									27

GEOGRAPHIC NAMES

Survey No. —

T-8601

3

Name on Survey

A

B

C

D

E

F

G

H

K

On Chart
No.

On previous survey
No.

On U. S. quadrangle
Maps

From local
information

On local Maps

P. O. Guide or Map

Rand McNally Atlas

U. S. Light List

W Street

1

Canal Road

2

Northwest Section

3

The Three Sisters

4

Names underlined in red are
approved. 3/25/48 L. Hook

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

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21

22

23

24

25

26

27

Division of Photogrammetry
Review Report of
Planimetric Map Manuscript T-8600

This map manuscript is the first one to be reviewed in Project Ph-12(46), the D. C.--Va. Boundary Survey.

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

26. Control. - Three National Park Service traverse stations, recovered by field inspection at approximately one-half mile intervals, were plotted on the map manuscript.

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

28. Detailing. - Several curves on MacArthur Boulevard were redrafted and the alinement and width of the road were corrected in sections.

The woodland corner was reclassified on the map manuscript to conform with Photogrammetry Instructions No. 15 dated 6-16-47.

The double track shown by a single line symbol is to be indicated by a double line. Ticks giving the correct double line width for the track have been inked on the map manuscript for the guidance of the smooth draftsman.

No other changes were made except those recommended by field edit.

The red line with notes appended on the map manuscript denotes the limit of publication.

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

T-944	1:15,000	1864	
T-945	1:15,000	1864	
T-1340	1:2,500	1872	
T-1960	1:31,680	1864	
T-4109	1:10,000	1925	
T-2333	King Plats	1803	(City of Wash., D.C.)

These surveys are superseded in all common features in all common areas by T-8600.

45. Comparison with Nautical Charts. - There are no nautical charts in the area of this map manuscript.

Reviewed by:

Reviewed under direction of:

K. N. Maki
K. N. Maki
Photogrammetrist
9-26-47

S. V. Griffith
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Division of Photogrammetry
Review Report of
Planimetric Map Manuscript T-8601

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

26. Control.

Five National Park Service traverse stations, recovered by field inspection at approximately one-half mile intervals, were plotted on the map manuscript.

Six bench marks, of the eleven bench marks recovered by field inspection, were shown on the map manuscript with elevations to the nearest one-tenth foot. Recovered bench marks not shown were located in areas where a plethora of vertical control existed.

28. Detailing.

The woodland symbol TH for deciduous trees is applicable to the woodland cover shown on the map manuscript in green ink.

The double track shown by a single line symbol is to be indicated by a double line. Ticks giving the correct double line width for the track have been inked on the map manuscript for the guidance of the smooth draftsman.

No other changes were made except those recommended by field edit.

44. Comparison with Existing Topographic Quadrangles.

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

T-2042	1" - 900' (approx.)	1837
T- 910a	1:15,000	1863
T-1960	1:31,680	1864
T-1340	1: 2,500	1872
T-1714	1: 4,800	1880
T-2028	1: 4,800	1891
T-2621	1:10,000	1902
T-4091	1:10,000	1924
T-4109	1:10,000	1925
T-2333	King Plats	1803 (City of Wash., D.C.)

These surveys are superseded in all common features in all common areas by T-8601.

45. Comparison with Nautical Charts.

Chart No. 560, 1:40,000, 7/7/47

This map manuscript has not been applied to
nautical charts.

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