

SERIES V502 SHEET NI 15-8 EDITION 2-AMS

	ROAD DATA			
Figures in	red denote approximate	distances in miles betw	veen stars	
		OADS		
OPULATED PLACES O		Hard surface, heavy d		3 LANES 4 LANES
Over 500,000 LOS	ANGELES	More than two lane	s wide =	S ERITES 4 ERITES
Over 500,000 LOJ	AINOLLLU	Two lanes wide; Fe	deral route marker =	151
100.000 to 500.000	OMAHA	Hard surface, mediun	n duty	3 LANES 4 LANES
25,000 to 100,000	GALVESTON		s wide a	PROPERTY AND DESCRIPTION OF ADDRESS OF ADDRESS OF
		I wo lanes wide; Sta	ate route marker =	(10)
5,000 to 25,000	Laramie	Improved light duty		~
1,000 to 5,000				
Less than 1,000	Sun Valley			and a second second second course and a second
AILROADS		Trail		
Standard gauge_ Single track Double or Multiple			Landmarks: School; Church;	Other_ t
	Landplane airport			
Narrow gauge			Horizontal control point	Δ
OUNDARIES	Landing area	T	Spot elevation in feet	22/
International				ale alle ale ale
State	Navigable stream; Levee		Marsh or swamp	And
County; Parish	Orchard	0000000	Intermittent or dry stream	
Park or reservation	Woods-brushwood		Power line	



		Scale 1:250,000							
5	0 .	5	10	15	20 Statute Miles		LOCATION	DIAGRAM FOR NI 15-	8
	5 0	5 10	15 20	25	30 Kilometers	98° 36°	15	NING OUD F	88°
5		5			15 Nautical Miles	NI 14-3 OKLAHOM		NI 15-2 MISSOURI	NI 16-1
	CONTOUR INTERVAL 50 FEET WITH SUPPLEMENTARY CONTOURS AT 25 FOOT INTERVALS					OKLAHOM NI 14-6	RE NI 15-4	LITTLE ROCK NI 15-5 RKANSAS	NI 16-4 TUPELO
	TRANSVERSE MERCATOR PROJECTION					SHERMANO NI 14-9	NI 15-7-	NI 15-8 NI 15-8 GREENWOOD MI	WEST POINT
	BLUE NUMBERED LINES INDICATE THE 10.000 METER UNIVERSAL TRANSVERSE MERCATOR GRID. ZONE 15 THE LAST FOUR DIGITS OF THE GRID NUMBERS ARE OMITTED 1955 MAGNETIC DECLINATION FOR THIS SHEET VARIES FROM 7°45' EASTERLY FOR THE CENTER OF THE WEST					DALLAS• NI 14-12 TEXA	Convertigence	NI 15-11 SHREVEPORT NI 15-12 JACKSON LOUISIANA	MI 16-10
	EDGE TO 6°45	S' EASTERLY FOR THE CENTER OF THE	D TO MARK HEREON AND FORWARD DIRECTLY TO CO	O1' WESTERLY		NH 14-3	•PALESTINE NH 15-1	NH 15-2 ALEXANDRIA	NH 16-1