



Prepared by the Army Map Service (HYM), Corps of Engineers, U.S. Army, Washington, D.C. Compiled in 1957 from United States quadrangles, 1:24,000 and 1:50,000, 1912-1956; USCGS charts, 1936-55. Planimetric detail revised by photo planimetric methods. Horizontal and vertical control by USGS, USCGS, Georgia Geodetic Survey, and USCE. Map field checked 1957. Limited revision by U.S. Geological Survey 1967.

100,000-foot grid based on South Carolina coordinate system, south zone and Georgia coordinate system, east zone
10,000-meter Universal Transverse Mercator grid ticks, zone 17, shown in blue

LEGEND

ROAD DATA 1957 PARTIALLY REVISED 1967
 Figure 1 is the densest network of roads in miles between stars

POPULATED PLACES	ROADS	RAILROADS	LANDMARKS
Over 500,000	Hand surface, heavy duty	Single track	School, Church, Other
100,000 to 500,000	More than two lanes wide	Double track	Depth curve in feet
25,000 to 100,000	Two lanes wide; Federal route marker	Standard gauge	Limit of danger; Reef
5,000 to 25,000	Hand surface, medium duty	Narrow gauge	Seaplane airport
1,000 to 5,000	More than two lanes wide	Interlocking	Seaplane anchorage
Less than 1,000	Two lanes wide; State, Interstate route markers	Bar Harbor	Park or reservation
	Improved light duty	Trail	Horizontal control point
	Unimproved dirt		Spot elevation in feet
	Firebreak		

Approximate road alignment

Scale 1:250,000

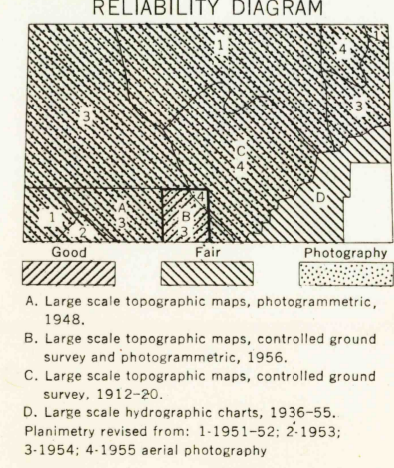
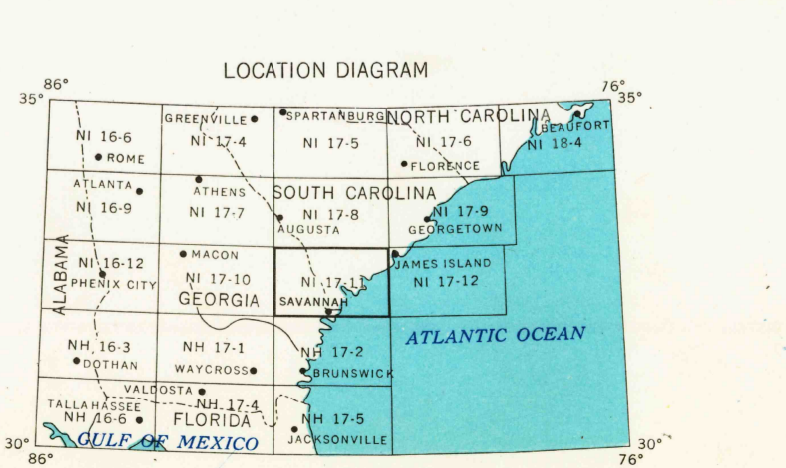
0 5 10 15 20 25 30 Statute Miles

0 5 10 15 20 25 30 Nautical Miles

CONTOUR INTERVAL 50 FEET WITH SUPPLEMENTARY CONTOURS AT 25 FOOT INTERVALS

TRANSVERSE MERCATOR PROJECTION

HYDROGRAPHIC DATUM: SOUNDINGS IN FEET REFERRED TO MEAN LOW WATER



1965 MAGNETIC DECLINATION FROM TRUE NORTH FOR THIS SHEET VARIES FROM 16° (10 MILES) WESTERLY FOR THE CENTER OF THE WEST EDGE TO 2° (40 MILES) WESTERLY FOR THE CENTER OF THE EAST EDGE.

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