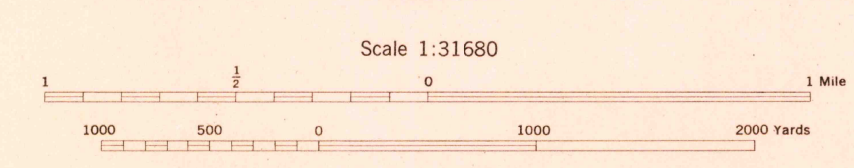


War Department mapping project.
Under direction of the Chief of Engineers.
Control by the U. S. Coast and Geodetic Survey.
Planimetry compiled from air photographs by U. S. Coast and Geodetic Survey, 1942.
Planetable topography and field edit by U. S. Coast and Geodetic Survey, 1942.
Polyconic projection, North American datum of 1927.
This map complies with the national standard map accuracy requirements.

ROAD CLASSIFICATION 1942

Dependable hard-surface, heavy-duty road	Loose surface graded, dry-weather road	U. S. route (74)
Secondary, hard-surface, all-weather road	Dirt road	State route (23)

More than two lanes indicated by note along road with tick at point of change. 3 LANE 14 LANE



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 A-1" U. S. C. & G. S. SPECIAL PUBLICATION NO. 99

THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED

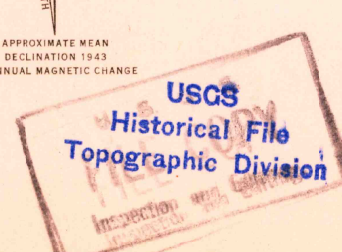
THE STATE GRIDS ARE INDICATED AT 10,000 FOOT INTERVALS

NOTE: OFFICERS USING THIS MAP WILL MAKE NECESSARY CORRECTIONS AND ADJUSTMENTS WHEN COME TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."

REPRODUCED BY THE U. S. COAST AND GEODETIC SURVEY, (W & H) 1943
ANS NO. 120742

APPROXIMATE MEAN
DELTATION 1943
NO ANNUAL MAGNETIC CHANGE

Recoverable horizontal control stations of less than third order accuracy are shown by a circle.



DELMAR, MD.-DEL.
N3822.5-W7530/7.5