



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.
Planetable topography and field edit by U. S. Coast and Geodetic Survey, 1942.

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 4 LANE

Scale 1:31680

MAXIMUM GROUND ELEVATION 5 FEET
DATUM IS MEAN SEA LEVEL

ONE THOUSAND YARD GRID COMPUTED FROM GRID SYSTEM FOR PROGRESSIVE MAPS
IN THE U. S. ZONE A-U. S. C. & G. S. SPECIAL PUBLICATION NO. 59

THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED

NOTE: OFFICERS USING THIS MAP WILL MARK HEREON CORRECTIONS AND ADDITIONS WHICH COME
TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."

APPROXIMATE MEAN
DECLINATION 1943
NO ANNUAL MAGNETIC CHANGE

REPRODUCED BY THE U. S. COAST AND GEODETIC SURVEY 120755
5/43 HW

Polyconic projection. North American datum of 1927.
Maryland coordinate system, single zone, is indicated
by ticks outside the neat line at 10,000 foot intervals.
Recoverable horizontal control stations of less than
third order accuracy are shown by a circle.
This map complies with the national standard map
accuracy requirements.

USGS
Historical File
Topographic Division

HONGA, MD.
N3815-W7607.5/7.5

U. S. S.
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Inspection and Editing.