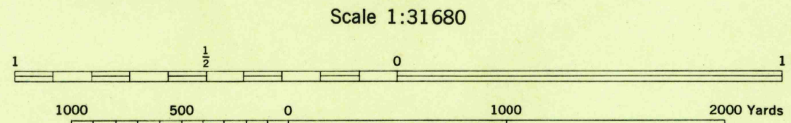


War Department mapping project.
Under direction of the Chief of Engineers.
Control by the U. S. Coast and Geodetic Survey.
Planimetry compiled from air photographs by U. S. Coast and Geodetic Survey.
Planimetric topography and field edit by U. S. Coast and Geodetic Survey, 1943.
Polyconic projection, North American datum of 1927.
This map complies with the national standard map accuracy requirements.

ROAD CLASSIFICATION 1943
Dependable hard surface, heavy-duty road. U. S. route 74
Loose surface graded, dry-weather road. State route 26
Secondary, hard surface, all-weather road. Dirt road.
More than two lanes indicated by note along road with tick at point of change. 3 LANE 1 & 4 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 - U. S. C. & G. S. SPECIAL PUBLICATION NO. 99" THE "B" GRID IS INDICATED BY DASHED TICKS 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 MARK HEREON CORRECTIONS AND ADDITIONS WHICH COME TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."

USGS
Historical File
Topographic Division

RECOVERABLE HORIZONTAL CONTROL STATIONS OF LESS THAN THIRD ORDER ACCURACY ARE SHOWN BY CIRCLES.

POPES CREEK, MD.
N3822.5-W7652.5/7.5

