



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.
Planimetry 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
Secondary, hard-surface, all-weather road.	Dirt road.	State route

More than two lanes indicated by note along road with tick at point of change. **3 LANE | 4 LANE**

Scale 1:31680

1 0 1000 2000 Yards

MAXIMUM GROUND ELEVATION 13 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
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."

USCS
Historical File
Topographic Division

APPROXIMATE MEAN
DECLINATION 1943
NO ANNUAL MAGNETIC CHANGE

REPRODUCED BY THE U. S. COAST AND GEODETIC SURVEY, 120804
1943

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

WHITTINGTON POINT, MD.-VA.
N3800-W7507.5/7.5

U. S. G. S.
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Inspection and Editing