

Mapped by Tennessee Valley Authority under direction of the
 Chief of Engineers, U. S. Army, 1943.
 Control by USCG&S, USGS, USED, and TVA.
 Contours from 1916 maps of U. S. Geological Survey, revised by
 TVA plane-table surveys, 1943.
 Culture and drainage base by multiplex, 1943.
 Wide-angle photography for TVA, 1942 and 1943.
 Polyconic projection. 1927 North American datum.

ROAD CLASSIFICATION
 1943

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 1:31 680

1000 500 0 1000 2000 Yards
1 Mile

CONTOUR INTERVAL 5 FEET
DATUM IS MEAN SEA LEVEL

ONE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS
 IN THE U. S." ZONE D, U. S. C. & G. S. SPECIAL PUBLICATION NO. 59
 THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED
 TEN THOUSAND FOOT GRID BASED ON TEXAS PLANE COORDINATE SYSTEM, SOUTH CENTRAL ZONE
 NOTE: OFFICERS USING THIS MAP WILL MAKE NECESSARY CORRECTIONS AND ADJUSTMENTS WHICH COME
 TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."

REPRODUCED BY THE TENNESSEE VALLEY AUTHORITY
 AND NO. 121394

Spill banks

USGS
Historical File
Topographic Division

APPROXIMATE MEAN
 DECLINATION 1960
 ANNUAL MAGNETIC CHANGE 1"
 INCREASE

HARMASTON, TEX.
 N2952.5-W9507.5/7.5
 EDITION OF 1944