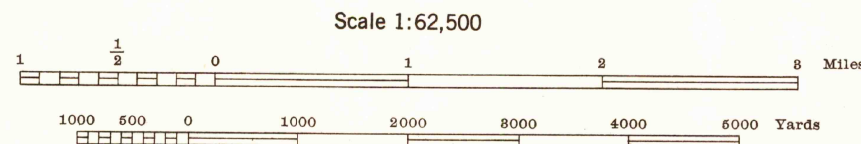




Prepared under the direction of the Chief of Engineers, U. S. Army, 1942.
Horizontal control by U. S. Coast and Geodetic Survey, 1875, and 29th Engineers, U. S. Army, 1941.
Vertical control by U. S. Coast and Geodetic Survey, 1875, and 29th Engineers, U. S. Army, 1941.
Topography by 29th Engineers, U. S. Army, 1942, utilizing multiplex aero-projectors from Tandem T-3A (5 lens) aerial photographs.
Photography by 2nd Photographic Squadron, Air Corps, U. S. Army, 1941, 1942.
Polyconic Projection, North American 1927 Datum.

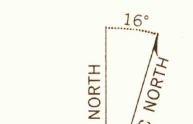
ROAD CLASSIFICATIONS
Dependable hard surface, heavy duty road
Loose surface graded, dry weather road
Secondary, hard surface, all weather road
Dirt road
More than two lanes indicated by note with tick at point of change.
Road Data 1942

U. S. Route 101
State Route 1
2 LANE 1 4 LANE



Contour interval 100 feet
Datum is mean sea level (1929 Adj.)
10 000-FOOT GRID TICKS, CALIFORNIA PLANE COORDINATE SYSTEM, EAST ZONE, SHOWN IN BLACK
1000-METER GRID TICKS, UNIVERSAL TRANSVERSE MERCATOR SYSTEM, ZONE 18, SHOWN IN BLUE
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USGS
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APPROXIMATE MEAN DECLINATION, 1942

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TEPUSQUET PEAK, CALIF.
N3445-W12000-15

JUL 26 1957