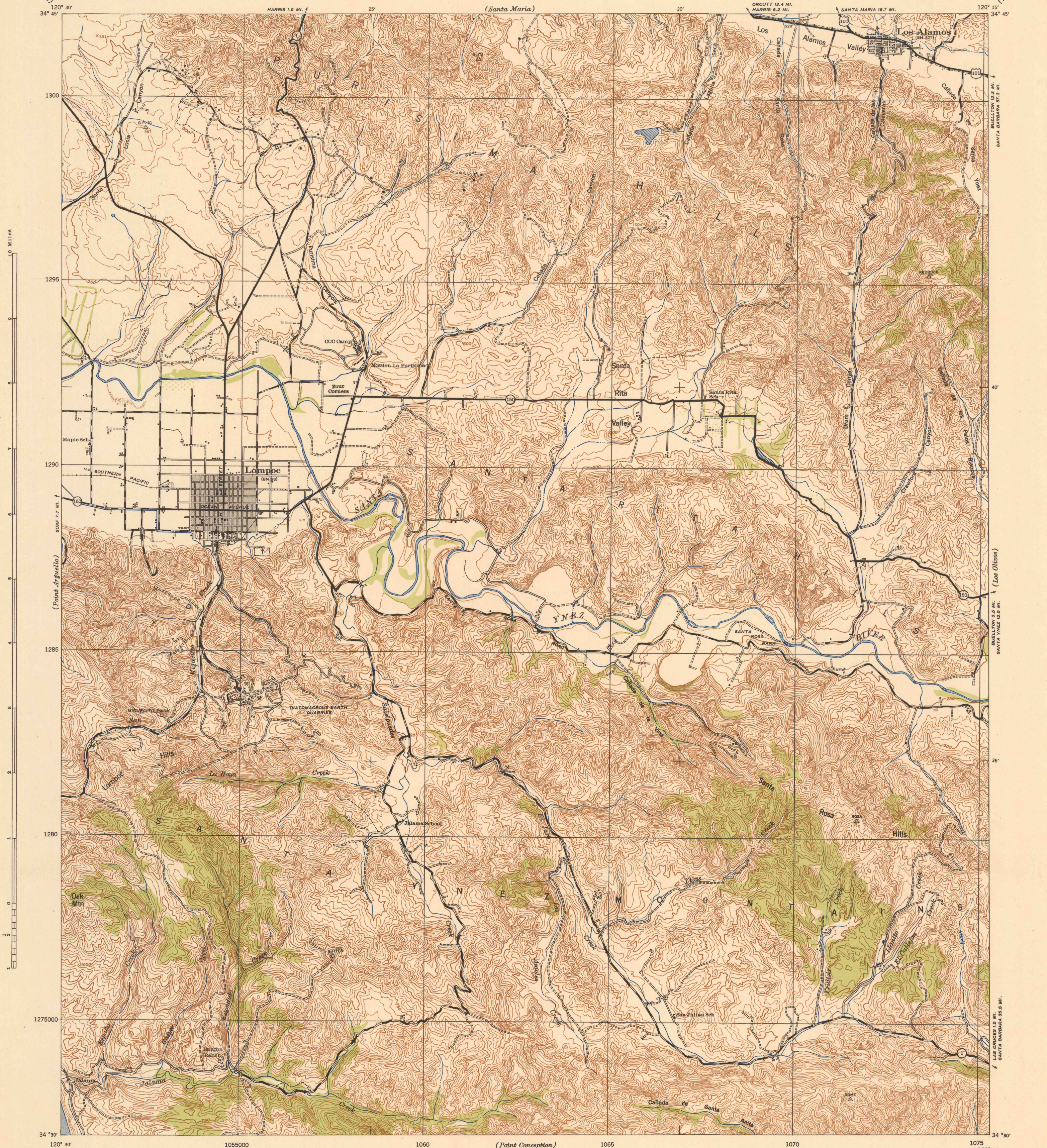


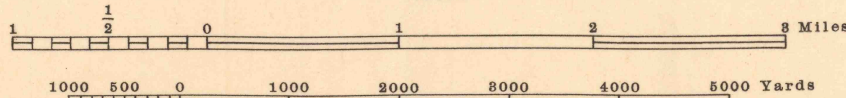


Prepared under the direction of the Chief of Engineers, U. S. Army, 1942.
Horizontal Control by U. S. Coast and Geodetic Survey, 1933, Fairchild, 1941, and the 29th Engineers, U. S. Army, 1941.
Vertical Control by U. S. Coast and Geodetic Survey, 1924, 1927, 1936, U. S. G. S., 1903-04, U. S. E. D., 1938, and the 29th Engineers, U. S. Army, 1941.
Topography by 29th Engineers, U. S. Army, 1942, utilizing multiplex aero-projectors, from T-3A (5-lens) aerial photographs.
Photography by 2nd Photographic Squadron, Air Corps, U. S. Army, 1941.
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. ————
Unimproved road. ————
More than two lanes indicated by note with tick at point of change.
Road Data 1942

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

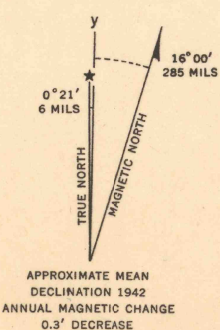
Scale 1/62500



Contour interval 50 feet
Datum is mean sea level (1929 Adj.)

FIVE THOUSAND YARD GRID COMPUTED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S." ZONE G, 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."



29TH ENGINEER REPRODUCTION PLANT, PORTLAND, OREGON
1942

LOMPOC, CALIF.
N3430-W12015/15

809-C