

|   |                     | ROADS      |                                    |
|---|---------------------|------------|------------------------------------|
| POPULATED PLACES  |                     | Primary    | y, all-weather, hard surface       |
|   | DOCTON              | Second     | lary, all-weather, hard surface    |
| Over 500,000  | BOSTON              | Light-d    | uty, all-weather, improved surface |
| 100,000 to 500,000  | RICHMOND            | Fair or    | dry weather, unimproved surface    |
| 25,000 to 100,000   | EVANSTON            | Trail      |                                    |
| 5,000 to 25,000   |                     | Interch    | ange                               |
| 1 000 to 5 000  | Bar Harbor          | Dente      |                                    |
|   |                     | Route      | markers: Interstate, U.S., State   |
| RAILROADS Single track Double or Multiple<br>Standard gauge |                     |            | Landmarks: School; Church; Other   |
| Narrow gauge_   | Landplane airport   | $-\Psi$    | Depth curve in feet                |
| BOUNDARIES  | Landing area        | — <b>T</b> | Limit of danger; Reef              |
| InternationalState  | Seaplane airport    |            | Rocks: Awash                       |
| County  | Seaplane anchorage. | ÷          | Foreshore flat                     |
| Park or reservation   |                     |            | Intermittent or dry stream         |
| · · · · · · · · · · · · · · · · · · ·                       | Power line          |            | March of anoma                     |
|   |                     |            |                                    |

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|-----|---------------|-------------|----|----|-------------------|
|     | 5             | 10          |    | 15 | 20 Statute M      |
| 5   | 10            | 15          | 20 | 25 | 30 Kilometers     |
|     | 5             |             | 10 |    | 15 Nautical Miles |
| , C | CONTOUR INTER | VAL 50 FEET |    |    |                   |
|     |               |             |    |    |                   |





