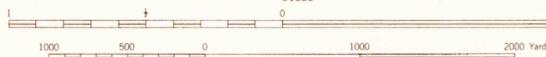




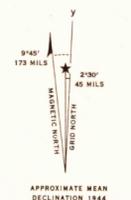
Prepared by U. S. Department of Agriculture, Forest Service, under the direction of the Chief of Engineers, U. S. Army, 1944. Control by U. S. Coast and Geodetic Survey, U. S. Geological Survey, Soil Conservation Service, and Forest Service. Topography by Forest Service stereophotogrammetric methods KEK plotter. Photography by Soil Conservation Service and Forest Service, 1943. Polyconic projection, 1927 North American datum.

ROAD CLASSIFICATION
 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. 2 LANE, 4 LANE
 THIS MAP COMPLIES WITH THE NATIONAL STANDARD MAP ACCURACY REQUIREMENTS.



CONTOUR INTERVAL 20 FEET
 DATUM IS MEAN SEA LEVEL (1929 ADJ.)

ONE THOUSAND-YARD GRID COMPUTED FROM GRID SYSTEM FOR PROGRESSIVE MAPS IN THE U. S. ZONE 18, U. S. C. & G. S. SPECIAL PUBLICATION NO. 59. THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED. THE OVERLAPping GRID JUNCTION IS INDICATED BY SHORT BROWN TICKS CROSSING THE NEXT LINE. TEN THOUSAND FOOT GRID BASED ON MARYLAND PLANE COORDINATE SYSTEM. NOTE: OFFICERS USING THIS MAP WILL MARK HEREON CORRECTIONS AND ADDITIONS WHICH COME TO THEIR ATTENTION AND WILL DIRECT TO THE CHIEF OF ENGINEERS, WASHINGTON, D. C.



NEW WINDSOR, MD.
 N3930-W7700/7.5