



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,
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. ————— U. S. Route 160

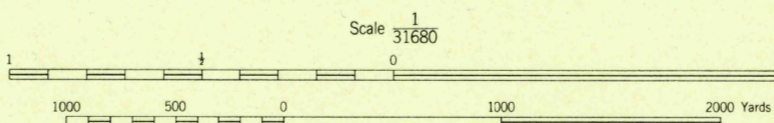
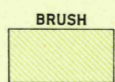
Loose-surface graded,
dry weather road. - - - - -

Secondary, hard-surface,
all-weather road. ————— State Route 30

Dirt road. - - - - -

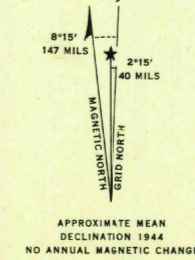
More than two lanes indicated by note along road with tick at point of change. 3 LANE 1 1/2 LANE

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 B, U. S. C. & G. S. SPECIAL PUBLICATION NO. 58
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED
THE OVERLAPPING GRID, ZONE A, IS INDICATED BY SHORT BROWN TICKS CROSSING THE REAL LINE
TEN THOUSAND FOOT GRID BASED ON MARYLAND AND VIRGINIA (NORTH ZONE) PLANE COORDINATE SYSTEMS
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."



POOLESVILLE, MD.-VA.
N3907.5-W7722.5/7.5

USGS
Historical File
Topographic Division